The Sea People

No 61

SEP 2005

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Contents and Contacts

The Sea People

Magazine of the

Polynesian Catamaran Association

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Editorial	Ups and Downs behind the scenes	5
News	News FOR Sea People	4
	News FROM Sea People	12,28
	Faces of Sea People	32
Seamanship	TARAIPO: Tongan waters	6
	ANNA SOPHIA: Headed for home	8
	What If? - TAHIARII reflections	10
	TIRLA'S pearls of wisdom II	13
	Exhaustion at Sea	22
	Just Cruisin'	24
Hints & Tips	New life for a life ring	26
	DIY Anchor rollers	27
Construction	Launchings: New Skippers, New Boats	16
Pot Pourri	Starboard Hull:- Hydroponics—growing vegetables onboard	14
	Cast Nets—Catching Fish on the fly	20
	Ditty Bag	29
	Letters	30

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COVER

James & Hanneke sailing the Tiki 8Metre at Falmouth meet.
Gary Hoyle aboard his Tiki26, Tiki Ni, also at the Falmouth meet with guest crew, Keith & Sonja.

Photos by Alex Crook

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People

Commodore	Dave Peak	46 votes
Vice-Commodore	Gerald Winkler	47 votes
Secretary	Ken Hook	47 votes
Treasurer	Anita Hook	47 votes
Editor	Dave Peak	45 votes
Voting member	Ann Clement	41 votes
Voting member	Carl Reynolds	42 votes
Voting member	Steve Tellardin	41 votes

A total of 48 ballot papers were returned by the AGM. This is your new committee for the coming year. Slightly fewer voters than last year but which usually indicates that the majority of members are happy with way the PCA is being run.

The first thing they have done is to co-opt Dirk Horstmann as an additional voting member. Dirk has been a regular contributor to the magazine, visited several meets and hosted a meet at La Rance, France last year. Multi-lingual Dirk has his own website, (visit it via the PCA website) and has a number of ideas to help support European members.
Ken Hook, secretary

Hi Everyone,

Just a quick word as your new commodore on what I want to achieve during my term.

1. Complete the needed revisions to the constitution (a copy of which will be included with December issue).
2. Establish how the PCA can better enable members to enjoy the boats we love, be it with special builders days, more varied meets, owning/leasing a members boat for non boat owners use — please tell me what else we can do!
3. I'm aiming at making membership of the PCA more inviting to all our members the builders, the sailors as well as those just planning or dreaming at present.
4. Maintain/increase our financial stability, Ideally by continuing to grow our membership which has inched slowly higher. I know Anita (our Treasurer) would love to see the membership increase by at least 10% .

* **What you can do to help**— If you can't recruit a new member, **buying a few back issues** would help in our stability.

Finally we're holding a number of socials this winter where you'll be able to suggest your ideas to committee, as well as via e-mail, phone and regular mail.

2005/6	PCA Meets & other Events	Contact
Oct 21-23rd	Chesapeake	Ann Clement
Dec 2-4th	Port St Lucie, Florida	Gene Perry
Dec 10th	French Social meet, Paris Boat Show	Dave Peak
Dec 25th	Cruisers Xmas, Green Turtle Key, Bahamas	Ann Clement
Jan 14th	London Social meet, Cruising Assoc. House	Dave Peak
Jan 28th	German Social meet, Dusseldorf Boat Show	Dave Peak
Jan/Feb tba	Poole & South Coast Winter Curry	Ken Hook
Mar 5th	Dutch Social meet, Amsterdam Boat Show	Dave Peak
New Meets	Planned for 2006	
	Baltic Sea	
	Scotland	
	Bodensee / Lake Constance	
ALWAYS	**CHECK WEBSITE FOR LATEST INFO or**	**PCA OFFICE**

How to host a Meet

What's needed to host a meet ?
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams
A couple of anchorages within a day's sail
Pre-designated pickup points
Site for a BBQ or inexpensive restaurant
Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different and they have all had their own personalities and charm.

Organising a regional social is even easier -
All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies.

Ups and Downs behind the scenes

Abject apologies to all for the delay in getting this issue in your hands. A computer crash just before completion meant recreating entire issue. Ah Microsoft! the only company who's software decides that in crashing it's a good move to obliterate the original document as well.

On a more upbeat note, special thanks must go to Jeff Pollock and John Cooke for stepping into the breech and hosting Falmouth and UK North West meets when circumstances might have forced their cancellations. Both seem to have enjoyed the experience and reports will appear in the December edition of Sea People.

Some meets weren't so fortunate and there were a number of meets that didn't fare very well. The Dutch meet particularly upsetting as about a dozen people expressed interest in attending, but heavy rains flooded the meet site and a rescheduling the following week didn't happen as several people couldn't make the second weekend. More advanced notice might help with proposed meet next year.

Future meets on the Baltic and in Scotland are in initial stages so more members and potential members will get a chance to see and sail on our boats next summer.

Caio, Dave

After a couple of hiccups, the links to Amazon's UK and US sites should be on our website by the time this issue reaches you. Your online purchases of books, CDs, DVDs, electronics etc will create a small but significant income for the PCA—IF you go to the Amazon sites by the link from the PCA site, going directly to Amazon does not electronically tie the purchase back to the PCA. I've got the ball rolling and made the first couple of purchases while Robert Sheridan and I have been testing the link.

Don't Forget! Sign up a new member this year and get a free back issue

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

© 2005 Polynesian Catamaran Association All members contributions in the form of articles, letters and photographs (B/W or colour print or transparencies) are welcomed by SeaPeople. All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value. All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

PCA Membership Application Form

Hi, if you're reading this and you're not a member of the PCA, is it not time you joined? VISA and MASTERCARD welcome.
It's £20 for a calendar year (approx $37US) and **new** members get 1 free back issue of the Sea People magazine
Your Name (as shown on credit card)…… Card Number……
Card expiry date ../20..
Your Address……
……
Post this to - PCA Office, 118 Howeth Rd, Bournemouth, BH10 5NS, United Kingdom or
Contact the secretary for alternative ways of paying or supplying credit card details to the office
+44 (0)1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email addresses etc. to help the office and other PCA members contact you.

Tales of Taraipo (cont'd from #60) John Jameson Tangaroa I

11 October 2004

It's a grey, rainy day at anchor in the Tongan Ha'api group of islands. Thank goodness we only have weather like this once a year, though I guess that New Zealand will be a lot colder & damper. We are biding our time waiting for the seasons to change at the end of October. The cyclones will begin to blow here & hopefully the depressions crossing NZ will have dissipated though one can never be sure & weather forecasting in these waters never seem better than 24 hours accurate.

This will be the trickiest 1000 mile passage that we have faced so far though we are looking forward to being able to settle to do some serious boat maintenance during the Kiwi summer months. The paintwork is beginning to look very tired & there is much work to do on the rig, the fastenings & the electrics.

The Ha'apais are a lovely group of low lying islands halfway down the Tongan chain many of them with self-supporting villages. The Tongan people are super friendly, respectful, generous & anxious to please.

On Ha'ano island each of the four villages is surrounded by fence to keep the lovely, free roaming, snuffily pigs in. Transportation to & from the ferry landing & the plantations is by horse-drawn, iron wheeled carts. Fruit & vegetable crops grow year round. Papayas are delicious & I eat two a day at the moment. Bananas, breadfruit, mandarins, yams, taro & coconuts can be harvested several times a year though sadly the dried copra trade has died leaving not much to export to New Zealand.

It is hard to understand how the Tongans can earn enough dollars to make essential imports of outboards, fuel, fishhooks & nylon nets ad infinitum. Tonga has never been colonised, therefore Tongans have no right to migrate to a first world country & no colonial power feeling guilty means less aid. Maybe they are happier without it. By the way concerning the pigs, the islands without generators have no fridges so they export their pigs to larger villages for cash with which they buy tins of corned beef for which no fridge is required.

Sunday is Umu & church day. The village is covered with a pall of blue smoke as every family does their weekly cook-up in a slow earth oven. The village echoes to the sound of church bells before dawn at 5am on Sundays & to wonderful, joyous hymn singing morning & evening throughout the week. Everybody goes to church but not all to the same church. There are Presbyterians, Wesleyans, the Tongan Free Church, Mormons & many small churches with congregations as small as 15 to 20 parishioners. The Mormons have invested millions of dollar's, building fabulous church/school complexes complete with basket ball & tennis courts in many of the villages, subsidising schooling & providing scholarships to study in Fiji, Hawaii or New Zealand, the price being 10% of ones' income committed to the church. Despite all this, traditional ways & traditional values still hold sway & the men still meet & drink Kava which numbs ones' lips, face & brain after church & decide how the village will be run.

You cannot imagine how beautiful these anchorages are in the South Pacific. We are currently in the Kotu group anchored in 15 feet of water on coral sand surrounded by iridescent reefs within a 5-mile radius comprising of 6 islands with 100-foot high coconut palms. Then 20 miles west is a perfectly formed 1000 foot volcano. The only charts we have are beautiful fathom charts from the 1890's showing the north/south lines of soundings painstakingly taken by hand with a lead line & the topography has not changed much since then. Unfortunately the positions of reefs & islands can be out by up to 400 metres according to the GPS so we are boning up on our traditional pilotage skills, looking out for useful transit lines & bearings, taking depth soundings both electronically & with the lead line & using our eyes to see our way through the reefs, shallows & bommies. When the sun is high looking down from 2 to 3 metres up the mast the water colour shows all, from dark blue at 10 metres plus, turquoise at 5 metres then brown & yellow at less than 1 metre. Miles offshore one can suddenly see the bottom in 20 metres, 60 feet down at which moment we shake the GPS!

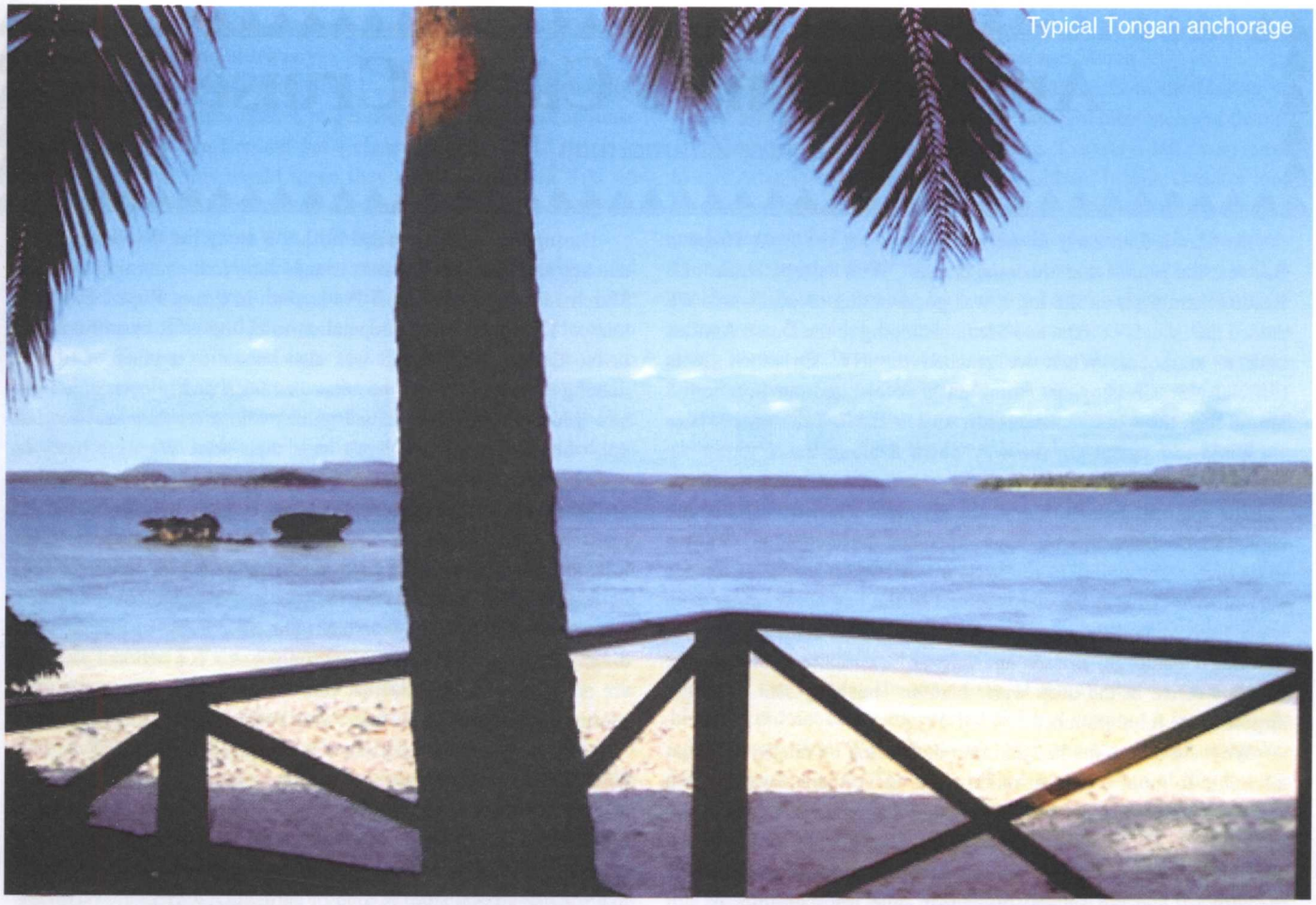
On 5 October in a light & variable wind we anchored off Luahoku Island, which is small & beautiful. Kristina walked round it in 15 minutes while I checked out the under growth & fruit bats. Back on board at about 4pm from the foredeck came the cry "Whales Ho!", our first whale sighting. Out came the binoculars & there they were blowing about a mile ahead of us. The weird shape we thought was a fin was a flipper. There were two of them & they were big & drifting down towards us. At dusk at a distance of 200 metres, flapping their massive tail fins & breaching, rearing vertically then flopping noisily back creating a mass of spray, they were talking to us with squeaks & grunts through the plywood hulls.

Then all went quiet & the wind started to blow us onto the island, gently at first then stronger. At 1pm we were forced to up-anchor & gingerly feel our way out through bommies to spend the rest of the black night drifting in the current between two islands. These were new waters where the reefs & islands have unforgettable names & it was scary stuff. We use the GPS anchor alarm all the time set at 0.02 nautical miles or 40 yards. Next time we have to heave to in restricted waters at night we shall set up two waypoints on a track at right angles to the wind direction & reach back & forth under mainsail.

One certainly gets ones moneys worth in the Pacific. The weather is very variable & un-predictable. It is rare to spend a night in an anchorage totally free of concerns like will the anchor, chain & bridle hold? We broke an 8mm stainless steel shackle while breaking out in Neiafu. We were embayed for 3 days in Oua Island lagoon safe from the swell but taking the full blast of the wind blowing at 25 knots.

In Nomuka Island I woke at midnight to the jerk of the anchor chain which had wrapped itself round a coral head & was holding the bow down in 1 knot of current with a rising 5 foot tide. We managed to unwrap it using the 14 HP inboard diesel engine & lots of heaving on the 30 metres anchor chain ,getting more rust marks on the pajamas! We do not have a windlass. We use a chain hook stopper & in dire circumstances, a chain hook & line lead back to a sheet winch.

Day 1 in Kelefesia Island was idyllic with palms swaying gently on the stark white coral sand with beautiful clear water for magic swimming. Day 2 we had 15 knots of breeze for perfect windsurfing. There is a Bic 3m10 & a Mistral Screamer



Typical Tongan anchorage

2m80 aboard Taraipo with 4.5m, 5.5m & 6.5.m sails.

That evening the rainsqualls came in & the wind topped 25 knots. We hoped that the swell would not curl round the reef & into the anchorage at high tide so we lay a kedge anchor just in case. On reef anchorages the roar of the surf is in your ears night & day & everything gets caked in salt.

On 27 October we are still in southern Tonga with a few more islands to visit if the ferocious 25-knot SE trade wind dies down a bit. It's overcast & cold & I've been wearing my Snug Polartec jacket for the past week. The wetsuit is de rigueur for swimming when scraping the hull with a plastic spatula or a credit card left behind by a previous crew. The antifouling is worn out so I'm hoping to dry out on a beach near Russel, Opua in New Zealand for a few months to repaint & re-build the boat but that is still at least 850 potentially difficult miles from here & the forecast is not at all clear.

Some of the anchorage's residents

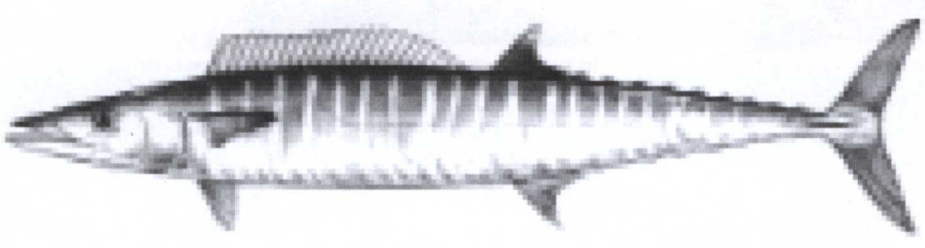
Anna Sophia's Carib Cruise

Guenter Zimmerman Tiki 30

On March 25th early in the morning we set out from Simpson Bay for "the islands that brush the clouds". With easterly winds of 3 Beaufort and 5 kn on the log it was good sailing to windward. We passed the islands of Saba and Statia belonging to the Dutch Antilles both to starboard. When we reached the NW tip of St. Kitts (officially St. Christopher) strong gusts accelerated our boat to 8.5 kn but then the wind vanished as if switched off. Ten minutes later we could sail again. On the way down S along the W coast we passed a huge English fortress from the times when the south of St.Kitts was still French. It was already night when we reached the capital Basse Terre. The big bay is open and the anchorage is known to be very rolly mainly in northerly swells. We managed to anchor very near to shore at the southern end of the bay between the deep water harbour and the coastguard pier and had a calm night. Next morning I could get inward and outward clearance at once at the customs office in the deep water harbour but they sent us to the airport to see immigration.

We went across the bay and into the marina by dinghy. It is not advisable to moor a boat in this marina. In northerly swells it is a real trap. Sometimes the swell enters and then you can´t get out any more. Basse Terre is a very interesting Victorian colonial town. The island´s main crop is sugar cane and there is a big sugar mill near the airport. The old railway for sugar cane transportation is still working and a special train runs for tourists. The ride is very expensive and we don´t think it is worth the money it costs. St. Kitts gives you an idea of the English Caribbean in the 19th century and we did not regret our stop there but would not stay for a longer period. The only good anchorages are found in the SW of the island. Next morning (Easter Sunday) we sailed to Ballast Bay and stayed there at anchor for three days.

On March 30th we left the bay at 5:40 am. and had a good sail to S on a windward course with 6.5 kn speed, protected against the Atlantic waves by St. Kitts and Nevis and the coral reefs between both islands. Near the W coast of Nevis we caught the only fish of that sailing season, a wahoo, big enough for Gundi to prepare two meals for us.



SW of Nevis we set a course of 145° over ground to lead us to Prince Rupert Bay on the island of Dominica. But now it became unprotected rough motor sailing to windward with one reef in the main. We passed the rock of Redonda to port, a little island claimed a kingdom by a few strange people. In late afternoon our course led us along the W coast of Montserrat in 5 nm distance. Although the volcano has calmed down now we could smell the sulfuric gases and with the help of our binoculars could see the remainders of the former capital Plymouth protruding from the large lava flow that had come down from the crater.

During the night we sailed further S along the W coast of Guadeloupe and reached the Saints islands early in the morning. At noon March 31st we anchored off Portsmouth in Prince Rupert Bay, Dominica. Dominica has the reputation to be the most beautiful island in the Eastern Antilles but was also known as a place of trouble making "boatboys". This problem has been nearly overcome by a new generation of well trained guides who offer their services but don´t bother people who don´t want their help. We were lucky to meet Martin Carriere on his boat "Providence" when we anchored.

He is heavily recommended in Chris Doyle´s sailing guide to the Leeward Islands and is a capable and very interesting person. He took me to customs in his boat and so shortened this procedure for us considerably. Next day he took us to the Indian river together with a group from a big powerboat. The river would be navigable by dinghy for about half a mile upstream but as it is a national park you are not allowed to go there on your own. As outboards are banned Martin had to row. Huge trees with buttress roots fringe the river. Although the tour is rather short it is really impressive. Two days later Martin arranged a bus tour across the northern half of the island for the crews of several sailing yachts and so we came to know much more than we would have seen with a hired car (and much cheaper). Dominica is really a tropical paradise and one reason is that the black population is fond of gardening, agriculture on a family scale, very much in contrary to other islands where this is rejected as "slave work". Nobody starves and so the crime rate seems to be very low. The only island we could compare was our up to this time favourite Tobago. Prince Rupert Bay gives very good shelter against northerly swells and on its southern end also against southerlies. It seems to be the only really safe anchorage on the island. On our last day we went across the northern part of the bay to the cruise ship dock at Cabrit Peninsular by dinghy, locked it to a tree ashore and walked up the hill to the well restored and very interesting English fortress (Fort Shirley) that once housed a big garrison.

Nobody who sails in the West Indies should miss Dominica. We think it is the prettiest island we have seen so far.

On April 5th early in the morning we left Prince Rupert Bay and sailed south along the coast. At noon we reached the channel between Dominica and Martinique and crossed it motorsailing to windward. At 6 pm. we anchored in front of St.Pierre the former capital of Martinique, 1902 destroyed by the volcano Mt. Peleé when 25000 people lost their lives. Next morning I tried to get hold of a customs officer for inward clearance but in vain. People told me that nobody can predict when one can be found in his office and that we should try it in Fort de France. We visited the very interesting museum showing St.Pierre before and after the catastrophe and the restored remains of the old theatre and carried on to Fort de France the next day. Here a convenient change had occurred since January. An official dinghy dock had been created and we could get inward clearance at the chandlery "Sea World" in the harbour area where we also bought the only existing sailing guide describing the windward (east) coast of Martinique. It was a translation from French to English and has to be distrusted in many ways (wrong positions etc.) but it is the only

information available. Then we sailed to the anchorage at Cohé de Lamentin we had used in January.

The next weekend we spent with Bertrand and Marie Hélène on their boat PHA, another chance to get used to their interesting junk-rig. They told us that Bertand got a chance to get a job at home in Brittany and that this would mean they could finish their Tiki 46 there in time before Bertrand's retirement and that they were planning to sail back to France with PHA in June.

During the week we prepared our planned Atlantic crossing and Marie Hélène was a great help, providing transport with her little station wagon. Friday 15th we left Lamentin to meet Hermann Krause, a German sailor we came to know in Chacachacare where he had to stay for nearly a year on the hard to wait until they finally welded his broken mast. Now he anchored his big steel yacht in Fort de France. He is a highly qualified physicist who once decided that science should not consume all of his life. We spent a nice evening together on "Anna Sophia" and he informed us about the latest robberies in Venezuela.

Next morning we started to our (as we thought) last adventure in the Caribbean, the windward coast of Martinique. For the 3rd time we sailed down south along the W-coast to Rocher du Diamant, a huge rock off the SW tip of Martinique, covered with calcite crystals that reflect the sun light and were mistaken for diamonds by the early European sailors. Then we crossed the big SW bay and anchored at the southern end of the bay of St. Anne. Here I readjusted the tension of our forestay and the shrouds turning the drum of the roller reef of the jib kneeling in the rubber dinghy and fighting the swell. Next morning we rounded the reef fringed southern tip of Martinique and then headed north motor-sailing. It was a very unpleasant leeshore situation where one anxiously listens to the sound of the engine... One of the big problems of the east coast are the bottom reefs. Sometimes, mainly between December and March when the tradewinds are strong the waves even break over 8 metres of water!! But they do so only occasionally and so you never feel really safe.

Early in the afternoon we reached the southern entrance of the reef pass of Vauclin marked by a red buoy. From here on approximately half of the east coast up to the Caravelle Peninsular is protected by a barrier reef but there are many minor reefs in the lagoon. We had expected something like the lagoons in Antigua but the water here is murky and the reefs without breaking waves very hard to spot. We managed to slip through the reef pass, rounded Caye Sautée, a reef where waves break every 10 minutes, anchored in front of the little village Vauclin and later had a rolly night. Next morning we carried on northward and after a slalom between reefs reached a quiet and pleasant anchorage in the NE bay of Isle Longe not far from the little town of Le Francois. Here we stayed for 3 days. We abandoned the idea to sail to Le Francois because of the many reefs in this area and went on further north to the big bay Havre du Robert on April 21st where we anchored in the shallow water not far from the pier of the town. Le Robert is the biggest settlement of the east coast and the best place for provisioning. We went shopping in the afternoon and had dinner in a nice restaurant in the harbour in the evening frequented by blacks and whites and all shades in between.

For the weekend Bertrand and Marie Hélène came to Le Robert and we spent 2 pleasant days together on board "Anna Sophia" in a little bay well protected by 2 coral reefs at Ilet Ramville, a little island in the NE corner of Havre du Robert.

Could we recommend the east coast of Martinique to other sailors? If you have the possibility to visit the lagoons in Antigua (or Barbuda) the answer is no. The risk is much bigger and if you know Antigua you will be disappointed here. If you stay only in the French islands and have a lot of time it might be interesting but never be in this area between December and March.

On Tue. April 26th Marie Hélène brought us from the Marina du Robert and brought us to customs for outward clearance and then to a big supermarket for final provisioning. Two days later we started to our Atlantic crossing with a little problem. It took Gundi a long time to get up the anchor as it was heavily laden with a big lump of mud. Meanwhile I grounded the port hull on a mud bank. The depth-sounder showed still 0.7 m as it is mounted on the starboard hull. It took us an hour to free the boat with a kedge and the engine in reverse gear. The idea behind an Atlantic crossing via the Azores along a great circle route is to use the trade winds as long as possible, that means up to 25° or even 27° north. As the wind usually comes from SE during this time of the year a NE course over ground should be possible. Then the horse latitudes have to be crossed under engine power. For that reason we had 260 litres of petrol (gas) on board.

For the rest of the journey one can hope for southwesterly winds. The distance between Martinique and Flores, the westmost island in the Azores group is 2150nm. But this year all weather rules have to be neglected. Only for 1 day we could sail an easterly course. Then the wind constantly blew from NE with force 4-5 and we had to tack. On the 2nd day the mast loop of the aft shroud on starboard broke. It did not come unexpected as I had repaired it in Venezuela with a connector. We had already prepared the unused spinnaker halyard to replace it. The next day the bottom loop of the portside aft shroud broke. I could repair it with a connector and a slightly elongated lashing to the hull and then everything went well in spite of the adverse wind and numerous rainsqualls we had to pass.

During the night from May 6th to 7th we crossed the tropic of cancer and so left the tropics. We had covered 650nm in rather uncomfortable conditions. Later that night the mast loop of the forestay broke and the genoa together with the roller reef came down for half a meter, now only held by its halyard. The reason why the mast didn´t come down were 2 spare halyards I had mounted in the mast top and lashed to the 2 bows on their other ends. As we could not tack any more we had to give up and try to bring the boat back to the Antilles. The roller reef still worked somehow and so we could furl the genoa. We sailed with 2 reefs in the main on a broad reach. The question was how long the ropes could withstand the chafe. As we wanted to go back to Martinique our course was south of SW and this frequently meant motorsailing. One day we had to use the engine exclusively as there was no wind but pouring rain.

Only 2 days before we finally reached Martinique we were sure we would succeed. When we sailed south along the W coast of the island on Saturday, May 14th we spotted PHA at anchor in Anse Chaudiere. Bertrand and Marie Hélèn were quite upset when they saw "Anna Sophia" approaching them and then we spent another weekend together. On May 19th "Anna Sophia" was lifted out of the water in the boatyard "Caren Antilles" in Le Marin and when the mast was laid we realised that we had brought her back safely and with a minimum of damage.

Meanwhile we are back home in Austria and "PHA" is out in the Atlantic on her way from the Caribbean to France.

We'll report PHA's crossing of the Atlantic in December issue. - Dave

WHAT IF....

Chuck Hinman ....the late great Tahiarii

On May 13th Tahiarii was adrift without rudder control (one missing and the other missing the top) and damaged on the starboard side and half the starboard inside beam brackets were broken so that 3 beams were flopping up and down and banging on the deck. Access to the jib was hazardous since all the forward bulwarks had been damaged or washed away and the forward net was torn away. I was recovering from an extended bout of seasickness. The boat was stocked with large stores of water, food, and all the normal stuff of an extended cruise.

What if my EPIRB had not worked or I didn't have one?

What if the rescue vessel hadn't found me?

These two questions are essentially the same: what if rescue was not available? A partial answer was provided the next morning when a tanker found me, radioed my position to the U.S. Coast Guard and Panamanian rescue service, and stood by until the patrol boat sent out to rescue me the day before made contact. In a heavily trafficked area like the Caribbean one can expect to make contact in a relatively short time.

What if there was no rescue available at all? On Tahiarii everything was available except control. I was actually in a fairly comfortable position and after some recovery time and time to think I could have improvised some control. Tahiarii was drifting around 20 to 40 nm per day in a westerly direction, which would have put us near the offshore islands and reefs or mainland shores of Costa Rica or Nicaragua within about 10 days. Of course we would have been at the mercy of the weather but I could have deployed the parachute sea anchor at the first sign of danger including reefs and lee shores. All of this speculation actually passed through my mind but in a moment of despair I pushed the panic button. I did not consider that waiting to drift closer to the coast might have been a safer strategy leading to a more successful outcome. I did not consider rigging for tow at all.

What if Tahiarii had hit a log, shipping container, a reef, another boat, or another obstruction and been holed another way? All of these methods are possible. A cruising couple I met in Mexico related a tale about near collisions while crossing the Atlantic to the Caribbean. They saw up to six boats on radar at times in the night without seeing any lights. A large ketch overtook them on a collision course at night with no lights and no one on watch. When the watch stander called on the VHF three other boats in the vicinity lit up. People using GPS with the same schedule and destination can bunch up on the high seas and many short-handed boats run on autopilot without watch because they are exhausted and use no lights because they want to save power.

A large hole back of the collision bulkhead would have the same effect of filling a hull rapidly. Heavy solid wood masts (telephone poles) like Tahiarii's drive the hull under once the list starts because the centers of gravity of the masts move rapidly to the side as the list increases. The list starts slowly and increases in speed until the masts hit the water and float leaving the boat at equilibrium with vertical decks.

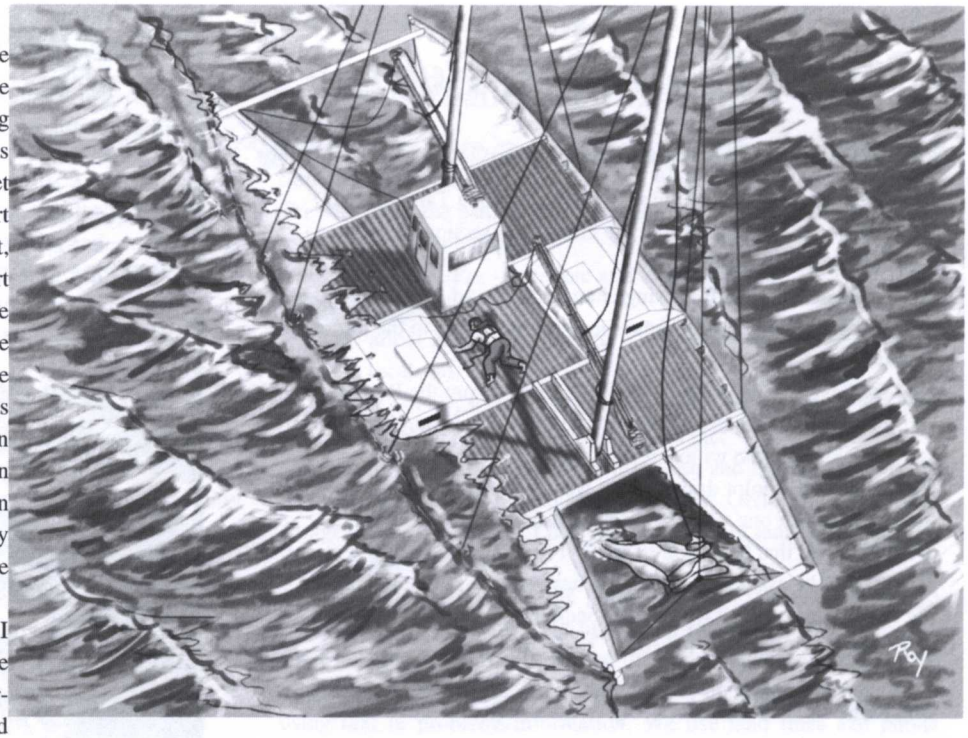
The more common metal masts are lighter. If the masts and hull load have greater weight than the floatation of the flooded hull then the masts will drive the flooded hull under water. The speed of the list would be proportional to the difference between the weight and floatation. The boat's attitude at equilibrium could be past vertical. The boat would be effectively upside down with the holed hull below the water. This would be an interesting question to put to James Wharram Designs to see how valid my speculations are.

Anyway, let's say that Tahiarii hits a floating shipping container at night and it smashes in the bow on the port side. For this exercise I am a purist and sail without an EPIRB. In ten minutes Tahiarii is in an attitude about 90 degrees to the surface of the water with one hull half afloat and no rescue in sight so the real fun begins. For the rest of this article I speculate about what actions are necessary to survive this situation.

I crawl up on the side of the floating hull and rest until daylight all the while reliving what happened. In the morning I take stock of the situation. The covers for the engine and fuel compartments in the middle of the deck between the cabins have floated away and the fuel tanks floated out and ripped off their hoses. The batteries drowned and the mainmast light went out during the night so there is no electricity. The solar panels were not securely fastened and went overboard and ripped off their wires. All the electronics drowned along with the charts so there is no way to navigate. My abandon ship bag was not waterproof and didn't contain any charts or instruments. The pilothouse doors were open and most of my safety gear inside floated away or plunged to the bottom. The smashed bow had all my extra lines, the sea anchor and drogues and their tethers, and my bosun's tools so they are all gone. All the anchors except the main went overboard. The main anchor and its chain are hanging down in the water. The surging water inside the hulls popped off all the hatch covers except the starboard bow hatch that was tied down. This compartment contains hose, tarps, fishing gear, the awning, and some cast off foul weather gear.

In a major stroke of luck I salvage my plastic dinghy that was swamped by the mainmast but I don't have any oars. They were on deck. I still have most of my tools but they are under water in the aft starboard compartment. I find my Leatherman multitool and wear it like a necklace. I have lots of water and food and I set about salvaging supplies. This requires lots of diving and is exhausting, dangerous, dark, and dirty. A soup of floorboards, mattresses, plastic containers, clothes, bedding, and pulverized paper surges around inside the hulls. I can't salvage anything out of the lower hull, as it is 16 feet under water. Most of my food was in the galley in the sunken hull. I salvage the foul weather gear, containers of fresh water, a billed cap, some clothes, a wet blanket, a bag of sugar, a bag of flour, a plastic container of beans, and a couple of cans. I eat the canned food first as it is the easiest and tastiest meal. One can is tuna and the other is corn. I drape the side of the floating hull in clothes and blanket for them to dry. I sun myself at regular intervals to prevent hypothermia and to rest. Even in the warm water of the Caribbean submersion for more than a few hours drains a body's energy and causes shivering.

That night I sleep with all my supplies in the dinghy under a damp blanket. I have a constant apprehension of being washed away or the boat plunging to the bottom. The next major set of tasks is to lighten the boat so that it can float more upright. There is a choice between trying the easiest things or the most effective things first. I try the easiest first and try to ditch the main anchor and rode. Trying to haul chain around and disassemble the rode on a surging vertical surface proves impossible.



I have to get to the downside hull where most of the food is so I start to remove the masts. Cutting the starboard bow lashing and the shroud lashings on both masts is relatively easy but I have to dive to 18 feet to get at the port lashings. I cut the port forward shroud lashings of the mainmast, which is quite strenuous. The mizzen port lashing can wait for another day. Now the mast can rotate toward the deck. I use the starboard running back stay to pull the mainmast in. The boat rotates upward as the mainmast is pulled in until the mizzen mast is about half out of the water, but then the weight of this mast depresses the stern and stops any further rotation. The only surviving propane tank floats to the surface tethered by its hose.

I remove the tank and store it safely. I need line and blocks for later so I tie the mainsail in a bundle and salvage the starboard main sheet and the main halyard and their blocks. The next thing to do is remove the sail. The Chinese junk sails are easy to unlash. Once the sail bundle is free I salvage the boom for later. I push the sail bundle over the side for it to drift away. Now I cut away the remaining lines and electrical connections at the mast top. The wooden mast tabernacles are only mounted on the beams by the pressure of the masts. Working in waist deep water I pop the main tabernacle loose with a little pressure of a wood lever in a couple of places. I remove the shrouds and forestay and push the heavy, dangerous spar past the stern into clear water where it gradually drifts away.

The next day I drag the starboard shrouds and forestay into the hole between the bows and sink them in 10,000 feet of water. Then I start the same mast removal routine on the mizzen mast. I save the radar reflector that was hanging in the mizzen shrouds. By the end of the day decks are even and awash, the cabin tops are above the surface, and the pilothouse is mostly out of the water. I cap a successful day by diving into the port bilges and snagging a few cans. One is peanut butter and another is a jar of jam. I have a feast of peanut butter, tuna, and corn. Jam for dessert.

The next day I undo the battery cables and heave the batteries overboard and I am finally able to the haul up the anchor rode and let it slither overboard. Over the next week I continue with projects that improve my living conditions and chances of being rescued. I rig a cooker in the pilothouse using the propane and hose. I salvage galley gear including the pressure cooker and start cooking. I also haul the stuff out of the aft starboard storage locker and throw out all the things I don't need. I find my three jugs of reserve diesel. I mount the radar reflector on the main sail boom in the engine box and mount the awning over that to provide shade. Then I start the long hard job of bailing and pumping most of the water out of the starboard hull. Pumping and salvaging and cleaning fill the next three days.

I move into the starboard hull and spend my time on projects and watching for ships in the pilothouse. I have a mirror for signaling during the day but my greatest hopes for rescue are that someone will spot me on radar and stop out of curiosity or that I can signal a ship at night with a diesel fire in a paint can on a raft trailing off the boat. After many frustrating close calls I am picked up by a ship heading north to the United States from the Canal and delivered to New York.

Some Thoughts: they might be obvious to just about everybody out there but they bear repeating.

An occasional upwind passage can serve as a wakeup call and correct bad sailing habits.

I have added another rule to my sailing rules of thumb. I need this rule since I am too dumb to know when to quit. The DAMAGE RULE states, "Stop sailing at the first damage. Look at solid boarding waves with fear." Heave to or launch a drag device (sea anchor or drogue), take care of the crew, make repairs, allow the weather to moderate, make a dispassionate decision whether to proceed or divert to the nearest port.

All hatches should be mounted on strong hinges, be strongly sealed at sea, and be as water resistant as possible.

Sailing with deck loads upwind at sea is just begging to loose your stuff. All gear should be securely mounted or stored before hitting the high seas.

Keep your collision bulkheads holy or rather un-holed. Limber holes might be convenient but they undermine survivability.

EPIRBS are a good thing but don't be in a hurry to turn them on if the boat is not taking on water or is in stable condition. It gives you time to think and jury-rig something that could improve your situation.

Stock drag devices and practice with them.

Loading the boat lightly is a good thing. Therefore using a water maker might be a good thing, subject to practical considerations, namely power generation. Collecting rain is a good thing. Provision just to the next port plus a safety factor. Leave the land things on land. You could lose or severely damage everything on board. Just the humidity and heat damages lots of stuff. Waterproof kayak bags are a good thing.

A waterproof abandon-ship bag is required and should have all the usual stuff. I have proved that Wharrams can turn over but worse than that they can catch on fire. I still prefer a combination dinghy/survival boat to a raft but that's a personal opinion.

Caio, Chuck

News from Sea People

I have not sold funky flamingo yet but now own a Tangaroa Mk IV. So, please keep the Tiki in the classifieds section of the magazine. I'd appreciate that.

BUT, please make the following changes to the ad...I've dropped the price to **$5,000USD OBO** and remove the reference to the motor (it was stolen!).

Hope to have the Tangaroa "Forever Young" (from the Rod Stewart song) at the Hobe Sound meet in December. Sure would be nice to see the Tiki there too with a new owner.

By the way...the color drawing that was in the mag a number of months ago...the one with the world and the various Wharrams around it...can that be put on t-shirts? I think that would be a nice product for the association. Doesn't have to be a huge picture, but big enough to show up well on the back of the shirt with the logo and association name on the front. Just a thought.

Dan Kunz

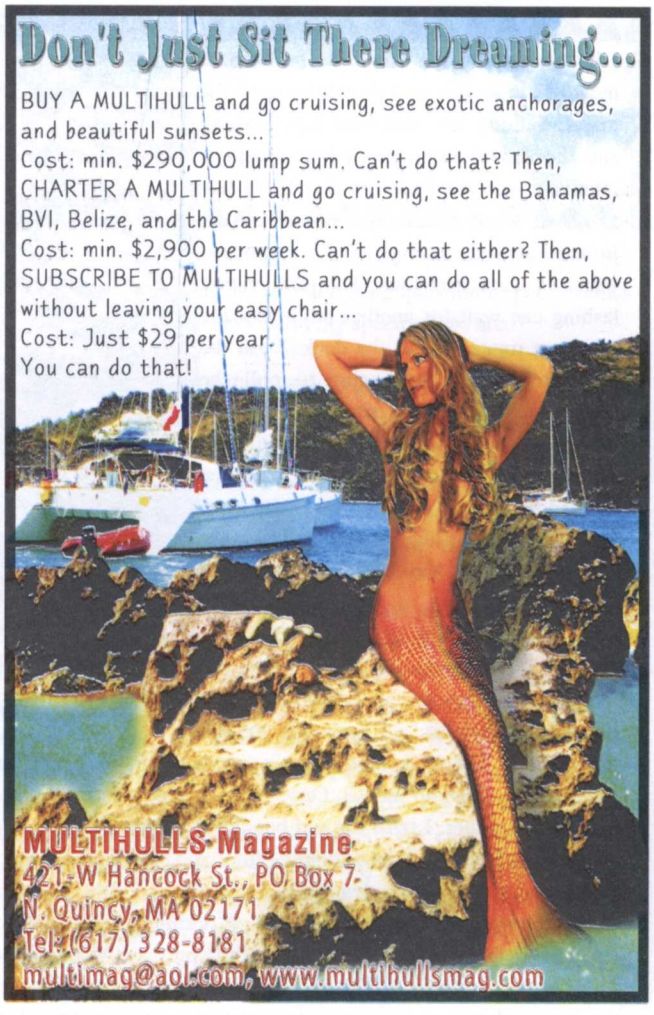
Dan,

The "Wharrams in space" and other pix featured in Sea People could be printed on T-shirts, but I don't think it'd be a viable product line for the PCA to carry ...due to minimum order requirements, different sizes etc., etc.

However it's a GREAT idea, not only because it's something I've thought of in the past ;-)

I think what might be an idea might be for individuals to get the design picture of their choice printed from a custom t-shirt provider - I use tshirtstudio.com (in UK). I created one for the picture you like at customink.com (US) but ran into problems coz they want to convert color pix to monotone. Can you check into others that can incorporate full color graphics available to US market? I googled "custom t-shirt", "custom teeshirt" might give other choices.

It's one of the numerous art pieces by Remy Roy that I'll need to speak to Remy about making more widely available to PCA members - I don't expect he'll have any problem with that, he's considering creating a polycats water


Don't Just Sit There Dreaming...
BUY A MULTIHULL and go cruising, see exotic anchorages, and beautiful sunsets...
Cost: min. $290,000 lump sum. Can't do that? Then,
CHARTER A MULTIHULL and go cruising, see the Bahamas, BVI, Belize, and the Caribbean...
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color calendar in time for 2007 — **Dave**

I've found a facility that offers a complete range of sporting apparel, rugby shirts, fleeces, jackets, travel bags, toweling along with the usual tees, polos, sweats etc, that we could set up for some customisation—such as colourised logo (below). Because there's a setup fee, we'd need to know if there's sufficient interest. But we wouldn't have to carry stock. You order directly from distributor (PCA is paid a percentage of all orders).

The "eyebrows"/Hawaiian Owl Wharram logo might be another option on clothing — Drop me a line!

Tirla's Pearls (II) — John Whalley Pahi 45 "Tirla"

Build issues

Tirla was built with a 25mm keel "foot print". Under Steve Turners on site guidance we doubled that to 50mm and considerably strengthened the keel area. Ours is now 50mm S/S, 3 layers of glass, then the original S/S then the hull. She seems to float about 1/4inch higher and seems to "lift off" .5 knot earlier at 7 knots.

Galley

Use plastic containers of all sizes for shelf storage. By a little of the best rather than a lot of rubbish.

Get a multi regulator for gas so you can use the large gas bottles available in several countries. We carry camping gas and currently Greek gas, the latter of which is in a 10 kilo bottle and works out at a £1 a week lasting for 6 weeks hard use.

If possible buy the Pur 40 watermaker or something equivalent.

Modern pressure cookers save hours of cooking and can be used to make bread.

Buy a good stock of various beans from say "Scoop" when down in Plymouth.

Ours are still being eaten some two years on!

We have just bought a replacement new Honda "10i" petrol generator, ideal for emergency power for tools or as a back up if ever needed. It also has 1000w of 230 volt.

Head

Lavac toilets are first class BUT MAKE SURE YOU HAVE A LARGE HOLDING TANK, or you may find yourself banned from certain harbours/coasts/countries if you pump out.

Comfort

Set the boat up with window screens against the heat, mozzie screens and don't paint the hull or decks a dark colour if you want the colour to last. The paler the colour of the hull the cooler it remains below decks during the hot summer months.

Have a huge sun awning preferably with across-ship poles and which is easy to dismount in a hurry.

The steering position must have a bimini

Make sure your beds have breathable material below the mattress. These are expensive but otherwise the mattresses will rot quickly and smell! There are several systems now on the market. Remember you will still be spending at least a third of your time in your bunk so make it very comfortable.

Go for absolute minimum maintenance, this is an area that Paul who built Tirla put a huge effort into, which has really paid off for us.

Navigation

Buy a "Bris " sextant from Sven Lundin (You will find him on the net it costs about £40 and has no moving parts, ideal last resort navigation tool requiring little brainwork and no electrics!)

Good cheap charts can be brought from Bellingham Chart Printers Division see them on www.tidesend.com. This is a USA firm and you can get folios for about $6 a chart which are black and white legal photocopies. Get their 36x48 charts ie full size. They will send you a brochure if required giving full details of areas covered and costs. If possible have radar even if it's a very small one. Some shipping and fishermen are difficult to discern where they are going or how far away they are even in perfect night situations. In fog in Biscay we tracked three huge ships on radar doing 15 knots and called one up, he had not even seen us even though we had a large radar reflector up. He passed within 1/4 mile.

Without knowing what was going on we could well have taken the wrong course and been matchwood. On the Portuguese coast a trawler deliberately tried to run us down but we used radar to avoid him and he misjudged just how fast a Wharram travels! (we heard a Tri was hit in the same location some months before) Radar linked to GPS is another boom.

Our Nasa Navtex Pro - excellent and vital info.

Cruising Tips

Once afloat always buy lots of what's cheap in that area and eat what the locals do.

Call the boat by a short name because you may be putting it hundreds of times on port forms or equipment etc.

Have a really efficient trolley, mine can and often does carry 60 litres of fuel without a problem to it or me. ONLY buy fuel from garages! I got 100 litres of bad fuel from a road tanker that specialised in servicing yachts.

It helps to have a portable phone that will take pay as you go "chips" so that you don't end up paying for calls from UK to you when relatives/friends call. Ensure the phone takes text. Its SO useful for emergencies and a high proportion of yachts are now often using text re problems/information. We use land lines and phone cards for longer phone calls as it is so much cheaper.

Fishing gear is fine for everywhere but the Med, we have caught no other fish other than two tuna in two years here, (one so large I could not get it aboard and it saw me and snapped the lure and was off) The Atlantic coast was much better with Garfish and mackerel. On ocean water use a "bird" system to attract them to the lure. (That's the splash type).

Have some good medical books and supplies. Our worst worry would be an anaphylactic reaction to a sting. One friend crewing had just that but luckily was ashore and was rushed to a doctor for an injection.

Carry as many engine spares as is practical (plus full works manual) and understand how to do a general service, tuning, oil change, carb. clean etc. Look after them like they were the last thing between you and a 500 foot cliff lee shore because one day they may be just that!!

Variable direct credit cards are a boon and stop direct access information to your bank account being available at a time when you may not be able to keep a close watch on bank information. Cash can now be drawn direct from hole in the walls in several countries with a standard "handling" charge and the latest rate. It works out very cheap if making a few larger withdrawals. Many overseas supermarkets will take credit cards and also deliver direct to the boat. We stock up like this with bulky items such as soft drinks, hard tack stores such as tins/bottles.

We have met some aggressive sailors who think that's the way to get things done with the locals. How foolish, why make an enemy when you can make a friend! If you do get taken for a ride I try to take it as a lesson learnt and also pass on the info to fellow sailors. News gets around fast so that's the best way to get even!!

We find it best to have short term, medium term and long term plans even if they never stay the same! Aimless wandering, for us, would be a quick way to loose the enjoyment of achievement. Lastly, hardly a day goes by without us learning something new either by experience or from talking to fellow sailors. All the above is not new and for many Wharram sailors its second nature but to those building or just setting out I hope the above is of some use.

News from the Starboard Hull

This column will deal with any and all issues to do with stores, food preparation and storage, ships maintenance etc.

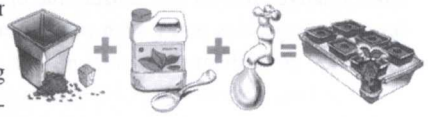
Hydroponics Onboard

Some of the attractions of hydroponics are fresh food in an environment, lacking soil and plentiful fresh water; added to this the organic possibilities of the food production makes it even more attractive for sea-peoples. Personally I was surprised how little fresh water was required. I initially tried a herb garden aboard my old Narai back in the mid 90s and successfully grew dwarf versions of tomatoes, spring onions, aubergines, peppers, lettuce. I've grown products while living aboard and also while just using the boat on long weekends.

Hydroponics is Simple

How Do Plants Grow?

All plants have the same basic needs of light, food (nutrients), carbon dioxide (Co2), water, heat and fresh air. If any of these are lacking the plant will have problems growing. Different plants require these factors in differing rations but they are all needed whether the plant is in the soil or grown hydroponically.



With soil-less gardening we can control and enhance all of a plant's basic needs.

Grow Plants 1.5 to 2 times faster

Having all nutrients available benefits the plants by promoting quicker growth and in the case of crop bearing plants, higher yields. Further more, hydroponically grown plants are considered healthier and more robust than their soil counterparts and home grown fruit and vegetables taste superior to those found in supermarkets. Under the right conditions a hydroponically grown plant will grow between 2 - 4 times more quickly than in soil. For tomatoes commercial growers have realised yields per hectare of up to 40 times that of soil grown plants.

Due to environmental concerns regarding the reduction of water consumption plus worries over the indiscriminate use of nitrates and other fertilizers/herbicides/pesticides in soil based agriculture, the future of hydroponic methods of cultivating is very promising.

Hydroponics has existed for years.

The Hanging Gardens of Babylon used hydroponics, and the US Army used the technique to feed soldiers during WW2 on the Pacific Islands. Today Soil-less gardening is rapidly expanding throughout the world and hydroponic installations can be found in all corners of the globe from Australia, the USA, New Zealand, Spain, Holland, Israel, Thailand and the UK.

Hydroponics Can Be Done Anywhere

Soil-less gardening will be used by NASA to feed astronauts on long space flights with fresh vegetables; even lettuces are grown on submarines using these techniques. Due to the different sizes of systems available and the unlimited design that systems can be made into, you can grow in any location where there is sufficient light. As the systems are self contained and clean and they can be used indoors during the winter, in a conservatory, greenhouse, cellar, attic, garage or kitchen. Because there is no messy soil and the systems are usually quite light in weight, any indoor location is suitable. They can even be moved outside in the summer.

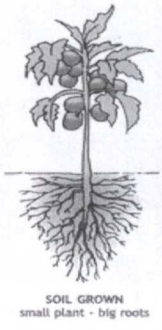
Grow All Year Round

Add an HID* lighting unit and you can grow literally all year round, even in northern climes). Easy, clean and productive, you can enjoy fresh herbs and produce even when its cold and raining outside. By altering the time grow lights are on you can simulate winter or summer day lengths enabling the plants to fruit or flower earlier or later in the season. You are in control.

*HID—High Intensity Discharge

The Benefits of Hydroponics

* Year round gardening.
* It is clean - indoor cultivation possible.
* More plants per given area.
* Plants grow quicker with increased yield.
* Conserves water.
* Digging/weeding is eliminated.
* Enhanced flavour of crops.
* Soil borne pests are eliminated.
* Reduced Pesticide use.
* Interesting and educational
* Productive Hydroponics



Commercial crop growers are turning to soil-less cultivation more and more. The speed of growth combined with the control over the growing environment means higher quality crops. Worry about soil borne pest and diseases are reduced dramatically, and weeding is a thing of the past. For commercial growers rapid harvest and higher yields are great reasons to grow this way.

Making Hydroponics Easy

The techniques used by commercial growers are now available to the home gardener, systems give you the advantages of commercial style hydroponics in easy to use kits and nutrients. All you need to add are the seeds and water, aeration kits are available for to ensure adequate oxygen is available to the roots.

Hydroponics, by it's most simple definition, is the growing of plants without soil.

The plants are supported in an inert media such as perlite, vermiculite, clay pebbles, or rockwool and are fed a nutrient solution. This means that the plants do not have to develop a large root system in order to feed. Soil based plants divide their energy evenly between growing upwards and growing downwards (rooting). A hydroponically grown plant expends a greater proportion of its effort growing upwards because all the nutrients it requires are readily available.

A Guide to Nutrients

As the plants are grown on an inert media the plant's nutrition must be supplied from the nutrient mix. In fact a plant obtains only 25% of what it needs through it's roots, the other 75% comes from the air in the form of Carbon Dioxide (Co2). The nutrients and water mix you use in soil-less gardening are the sole source for a number of mineral elements.

It is important that you use nutrients that are made for hydroponics and that the water is good quality. Tap water is usually fine.

As a result nutrients are a key factor in soil-less gardening. A complete and balanced formula is needed to obtain the best results from your system. In soil based gardening it is impossible to know how little or how much of a particular mineral is available to the plants. In hydroponics we must provide ALL the minerals necessary for successful plant growth. We therefore use feeds that contain all of the 14 essential minerals required. For these reasons ordinary soil based garden plant foods are unsuitable for use in hydroponic gardens. However, hydroponics nutrients are especially good for use on soil based plants due to the complete feed they represent.

In general there are 2 types of nutrients available to the hydroponic grower. A 'Grow' mix and a 'Bloom' mix. The 'Grow' mix is used for young plants, plants in vegetative growth and for plants which do not flower or produce blooms or fruit. The 'Bloom' is used for flowering and fruiting when necessary.

Some nutrients are also supplied in a Hard Water and Soft Water formulation. In the UK most of our water is termed as being 'hard' and as such contains high levels of bicarbonates. In these circumstances it is better to use a hard water mix which has less of the minerals that are already found in 'hard' water.

Most nutrient brands contain everything that a plant requires in exactly the right ratios to obtain maximum results. All the nutrients are mineral elements that are water soluble so as to be readily available to the plants in the system.

Nutrient ratios are commonly noted as NPK ratios, each representing the ratio of Nitrogen (N) Phosphorus (P) and Potassium (K). These are the three main minerals required for plant growth, but are not the only ones.

Types of Nutrients Available

Hydroponics supply houses can offer a complete range of nutrient formulations. Ranging from a single pack nutrients in which the complete concentrate is supplied in an A and B pack separately. For more control, a three part formulae where the ratios are adjusted throughout the growing cycle not recommended for the novice grower.

Organic Feeds

Organic Plant foods, such as "Earth Juice" can be added as needed. Earth Juice is 100% organic. Earth Juice Catalyst is especially useful as an organic additive to non-organic nutrients as a means of introducing beneficial enzymes and bacteria.

Measurement of Strength

Different plants need differing strengths of nutrient mixes through the growth cycle, especially if fruiting or flowering is to occur. To measure the strength of a solution a CF (Conductivity Factor) or EC (Electrical Conductivity) meter is needed. CF or EC is the measure of how much dissolved nutrient is contained within the solution. The higher the number the stronger the solution is. In general, leafy vegetables like lettuces, will need a weaker strength solution than a fruiting or flowering plant, such as peppers, tomatoes or roses.

What is pH?

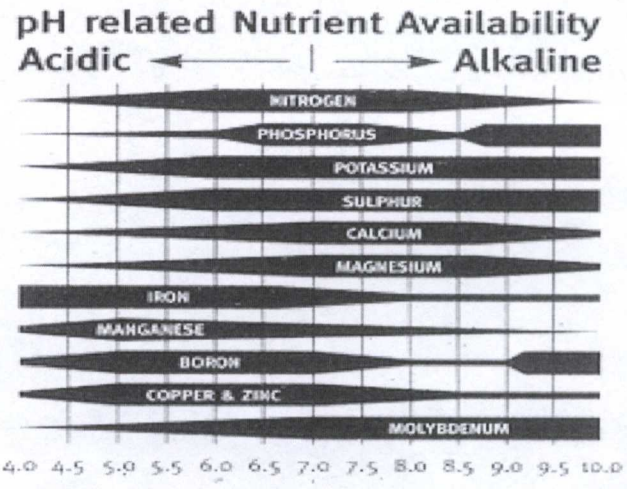
pH is a measure of how alkaline or acidic the nutrient solution is. The pH scale runs from 0 to 14, with 0 to 7 being the acidic and 7 to 14 being alkaline. The majority of plants prefer the pH between 5.5 and 7.5, beyond this range some nutrient elements will be unavailable to the plants the optimum pH being between 5.8 and 6.3

Most tap water is between pH 7 and 8. Monitoring the pH is a good idea to ensure that the plants have the optimum nutrient mix available to them.

As you can see from the chart some materials are less available to the plant when the pH is out of this optimum range.

There are two ways of delivering nutrient solution to plants in hydroponic systems:

1) Active Hydroponics - The nutrient solution is delivered to the



plant with the aid of a pump. There are four main types of active hydroponic systems, NFT Ebb & Flood, Drip Irrigation and Aeroponics.

2) Passive hydroponics - This is the cheapest and simplest method of hydroponic gardening. It is ideal for beginners with very little outlay. This method works by capiliary action. A plant pot is filled with a growth medium i.e. perlite, then a saucer is placed underneath the pot which is then filled with nutrient solution.

Ideal Conditions for Rooting

Temperature

For most species, the ideal rooting temperature is around 23DegC to 28DegC. Heat is best supplied from underneath (bottom heat) to warm the RockWool and encourage root cell initiation. It is most important that temperature remains constant. Best way to provide bottom heat is by use of a heated propagator or heat mat.

Humidity

Humidity is of critical importance because the little plants have no roots to begin with. Maintenance of high humidity around the leaves will protect them from wilting until new roots appear. A covered propagator acts like a mini greenhouse maintaining high levels of humidity around the young plants. Regular misting of the clones is also very helpful.

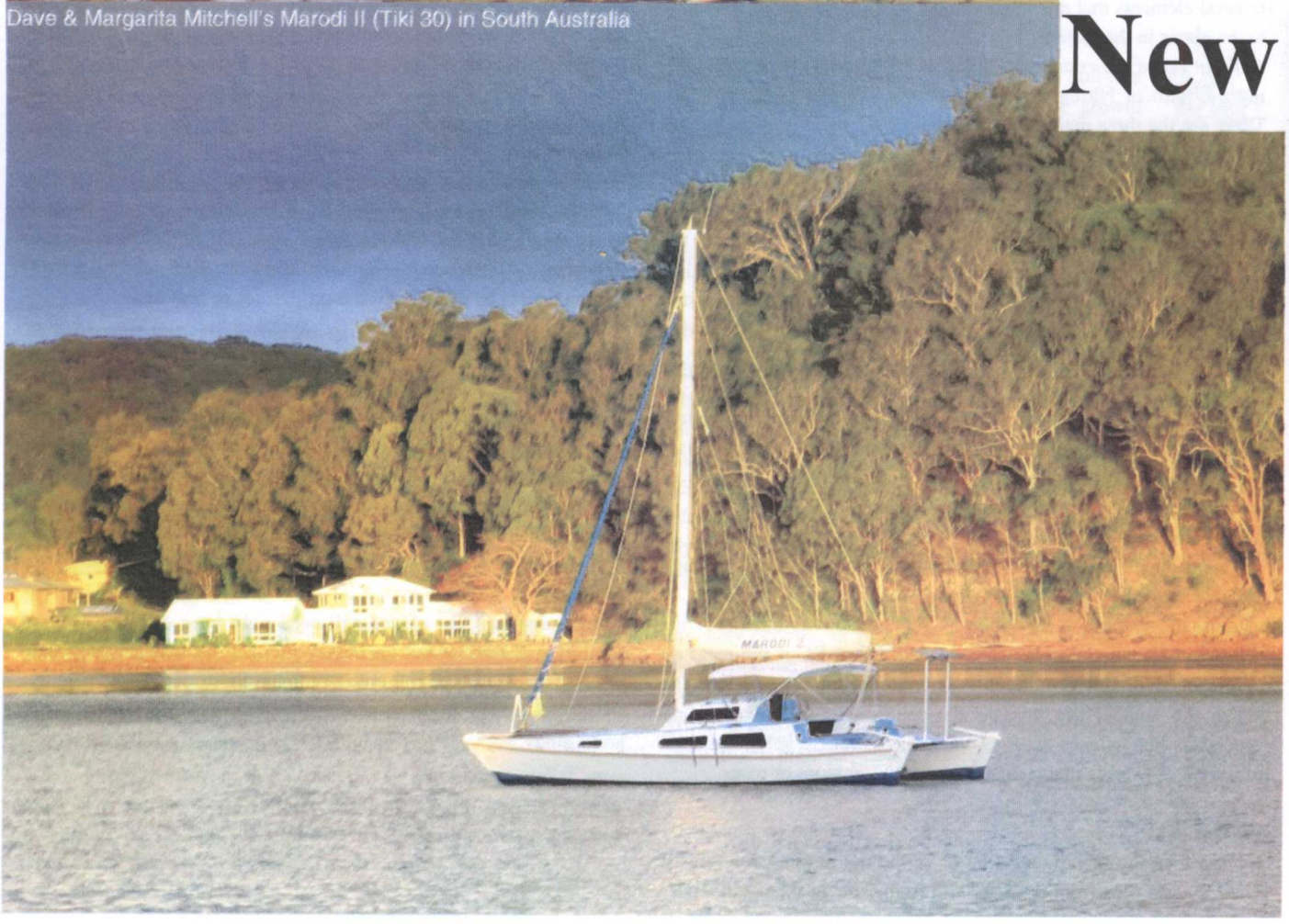
Light

Unlike seedlings, the clones will need light from day one. Filtered sunlight will be okay but the best results will be achieved with fluorescents. Modern horticultural fluorescent lights can really empower successful clones. Light should be supplied to clones for at least 16 hours a day.

Continued on page 18

Dave & Margarita Mitchell's Marodi II (Tiki 30) in South Australia

New
New S



Gerald Winklers daughter Luise at the helm of her Hitia17, "Prince of Tides"

oats,
kippers

Continued from page 15

Propagation Techniques

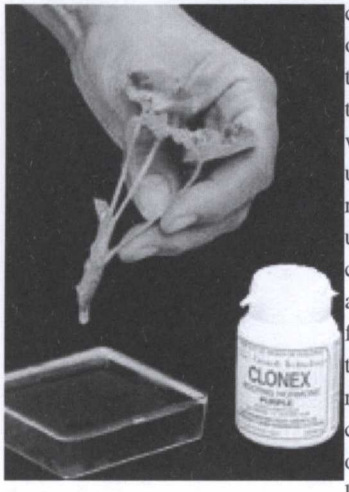
There are many different techniques of propagation for different species. General guidelines vary over a wide range of plants. If you plan to propagate difficult or unusual species, refer to any of the fine books on propagation available in your local library.

The approach to propagation outlined here is based on the latest current commercial practices. It is intended as an introduction to the most up to date professional practices such as the use of Rock Wool and hormone rooting gels.

Rock Wool propagation cubes are ideal for starting large plants such as tomatoes, for instance, because they allow the grower to sort through the young plants and select the best for planting on. Rock Wool takes a little getting used to but it's recommended that you persevere because once you have mastered this technique, you will have a very useful skill and an unlimited supply of new plants whenever you want them.....

There are several types of Rock Wool designed for propagation of seeds and cuttings. Best for the home grower is the single block system known as SBS.

Rock Wool SBS consists of small individual cubes or mini blocks of Rock Wool on a small plastic tray, contained within its own compartment. Each mini block is thus separated from the others so the roots of the new plant cannot invade the neighbouring blocks. These SBS have now become known as "cubes". SBS is widely used by commercial growers the world over and is now at last available to the enthusiastic amateur. The features that attract the professional will delight the hobby gardener. A uniform product ensures uniform results. Once you have the hang of using Rock Wool you will get consistent, predictable results and an endless supply of new plants from seeds or clones. You will find the new plant very easy to handle regardless of the numbers and they can be planted on in a number of different ways as you will see below. They also make ideal plants to be sold or given away.



Seeds

Advantages

Ready availability.

Wide choice on the market.

Predictable results

(only with F1 hybrids)

Disease free plants to start with.

Disadvantages

Slow germination often delays crop.

Unpredictable and inconsistent results (except with F1 hybrids).

Male and female plants mixed together may lead to unwanted seed production (Some species)

Clones

Advantages

Endless free supply once 'mother plant' has been selected.

Predictable and repeated performance.

Option to grow only preferred sex in dioecious species such as hops and tobacco.

More vigorous than seedlings & take much less time to maturity.

Superior selected genetic stock gives better results and eliminates the uncertainty in most species.

Disadvantages

Lack of genetic diversity in clonal crops can mean vulnerability to diseases.

Lack of variety and surprise can lead to boredom for the grower.

Seed propagation

1. Soak Rock Wool SBS tray in lukewarm water or a slightly acidic nutrient solution. We highly recommend FORMULEX as a conditioning solution for Rock Wool as it will stabilise the pH and supply a full profile of mineral nutrition to the young plant. Allow plenty of time for Rock Wool cubes to take up water. Stand to drain

2. Insert seeds carefully into the holes marked out on top of the cubes. Don't push them in too far, just enough to hide seeds. A few strands of Rock Wool should be teased over the hole to ensure that the seeds are covered.

3. Place Rock Wool SBS Tray in a warm place. Light is unimportant until the seedlings begin to emerge but MUST be supplied as soon as they do. Ideal germination temperature for most species are in the range 20 - 25 C. These temperatures should be maintained as constantly as possible during the germination period. Check the moisture level of the Stone Wool EVERY day. If you just squeeze a corner of a cube, water should come to the surface. If it does not then you should give the whole tray a sprinkle of lukewarm water.

The biggest mistake with Rock Wool is to keep it too wet and this usually occurs through poor drainage. NEVER let your Rock Wool Stand in a puddle of water, always allow free drainage.

Once your seedlings begin to appear you will need to give them plenty of light, a warm sunny windowsill might do but a greenhouse or artificial light will be best. Fluorescence are very suitable for small seedlings or clones. It is still important to maintain temperatures in the mid twenties for as much of the day as possible. Keep checking your Rock Wool cubes for signs of drying out.

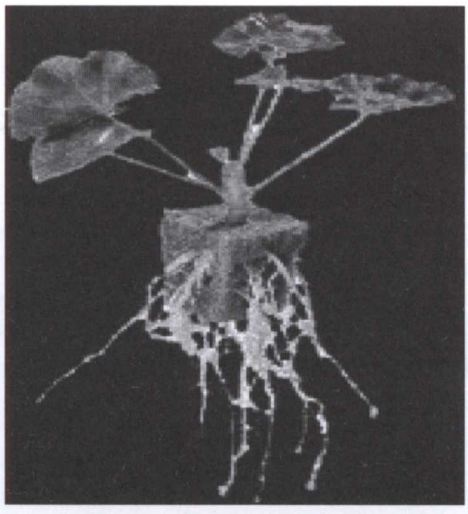
Once your seedlings begin to show roots at the bottom of the Rock Wool cubes it is time to think about planting them out.

Just lift the little cubes carefully out of the tray. Your new seedlings are now ready to plant into soil in the normal way OR to be cultivated further in Rock Wool or other hydroponics systems.

Clone propagation

If you already have access to healthy plants that display desirable characteristics it is possible to clone new plants from them. These new plants will be genetically identical to the stock plant and, provided that the environmental conditions are constant, the new plants should perform exactly as their parent did.

1. Soak RockWool SBS Tray in a weak acidic nutrient solution (pH 5 / 1.0 mS). FORMULEX is ideal for this. While the RockWool is soaking, you can be selecting material for cuttings. Most species are propagated best from softwood tips. Selected material should show



signs of healthy vigorous growth. Stems should be thick and firm and foliage should be dark green.

2. Remove selected piece from mother plant with sharp scissors, taking care to cut plant at least 10 mm below the point where the final cut will be made. Final cut should be made with a sterile scalpel or clean sharp razor blade just below a node or leaf junction. A diagonal cut is preferred as it allows more plant tissue to come into contact with the rooting compound.

3. The rooting compound we recommend highly is Clonex Rooting Gel. Pour a small amount of Clonex into a small container for immediate use. Do not dip cut tissue into the container. Immediately dip the cut tissue into CLONEX, ensuring that all cut surfaces are well covered with CLONEX. Wipe off surplus CLONEX against the side of the small container. Do not return any of the unused Clonex back to the original container as this might contaminate the remaining gel.

4. Insert cutting into hole in top of RockWool cube. It is very important not to push it in too far, just enough to support it in an upright position.

Pest Control

The control of plant pests has always been a contentious issue and it's assumed that the majority of serious growers would like to avoid the use of toxic chemical wherever possible. Like every other aspect of plant raising, these have been tested and fine-tuned by professional growers and are now becoming available to the amateur gardener. Amongst the new technologies, the idea of biological pest control must take pride of place. Like all great concepts, it is simple yet effective and is causing major changes to the way we do things. Biological pest control is one of the most exciting developments in modern horticulture and it offers a vision of a pesticide free future when man can use nature's own weapons to grow his food in an uncontaminated atmosphere and a cleaner greener world.

A 4"x4"18" tray served me well for a herb garden and two 8"x8"x36" trays, all lit by sunlight under fixed clear hatches or cold boxes on deck (when not passage making) provided me and companion sufficient fresh vegetables for a long weekends

News from Sea People

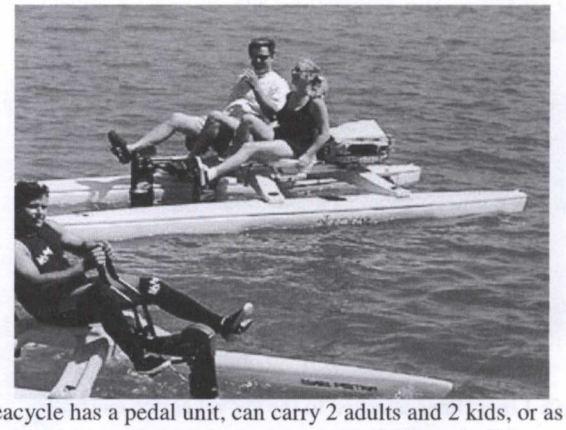
Hi to all SeaPeople,

Many thanks for the Seapeople T- shirt which I won last year, worn almost out now, but still worn with pride and gratitude.

Our build of Pahi 63, no 18, continues , slightly bigger every day, still a long way to go, but she's looking beautiful!

I have found an excellent boat building tool, a panel beaters body file, cuts resin or filler effortlessly, works to a curve or a flat surface, doesn't blunten easily, saves heaps of sandpaper. Basically it is a rasp with plane type handles, the back, or top of the frame is screw adjustable to curve the blade either way, concave or convex. It is the tool I would least like to loose. I tuck it away securely inside our house every night. Find one, buy it, try it, you will wish you had found out about them sooner.

I have also found the perfect tender for our Wharram double canoes ! We have the exclusive agency for them here in NZ, look up www.americanseacycles.com on your computer, pedal powering a propeller to speeds of 12 miles per hour, or more if chased by pirates, 6 to 7 mph cruise, 25mph winds, 4 foot seas, always starts, uses no fuel, sometimes smokes a bit! The water bike is single seater, hands or feet operation, leaning your body steers it, weighs 85 pounds, exercise machine and water transport.



The Seacycle has a pedal unit, can carry 2 adults and 2 kids, or as the limo model carries 4 adults, twin weighs 175 pounds. Kits are available to carry them as tenders, also electric drive as another option. I can see these pedal units powering the smaller Wharrams on windless days.

We are hoping to sell enough of these in NZ to be able to employ a builder or 2, to help finish our boat faster.

Anyone wishing to purchase a seacycle or waterbike in UK or Europe contact Norm Falick (nfalick@fuse.net). In USA Norm has good prices and if our name is mentioned he will contribute towards our boat build as well, perhaps let us know when you order as well, as a cross reference. Several people ordering at once would help with freight arrangements I expect. They are a lovely vessel, only lacking a sail? As fuel prices increase these are going to look better and better, more fun and less risks or noise than having the kids loose in outboard powered tenders in early morning anchorages.

Well fellow builders, remember that vinegar will remove that sticky resin from your hair, beard or clothing, don't breathe that sander dust, wood chips are expensive, rubber gloves are cheap health insurance.

(* When I mentioned vinegar as a solvent at a W.E.S.T.™ workshop 10-12 years ago, I was cautioned on the fact that vinegar acts to dilute epoxy and can in fact drive the thinned epoxy into the skin—it's great for cleaning everything else but NOT skin — Dave)**

Fair seas and following winds,

Kevin & Megan Bourke

PS For a glimpse of how and where I spend my days when I am not boat building check out www.fiordlandexpeditions.co.nz, an unimproved wilderness.

Cast Nets The Opportunist's Choice Dave Peak

Cast Net General Information

Wherever you may fish, live bait is always the best lure. To save time and money, you need to keep live bait ready. Cast netting is the most economic tool for catching your own bait. You can also use a cast net to catch shrimp, larger fish, mullet, etc. for the table.

Cast nets have been used for thousands of years.

Cast netting is very popular, either in fresh or salt water, and can be used in different applications from Sport to Commercial fishing. Many people use cast nets, from kids to experienced professional fishermen, almost everywhere in the world.

CAST NET BASIC STRUCTURE

Swivel: two metal loops or rings attached together, that turn at both ends.

Hand line: a rope which is attached to the swivel on one end, with the other end attached to the caster's wrist.

Horn: a ring with an indentation around the center, where the top of the net is tied.

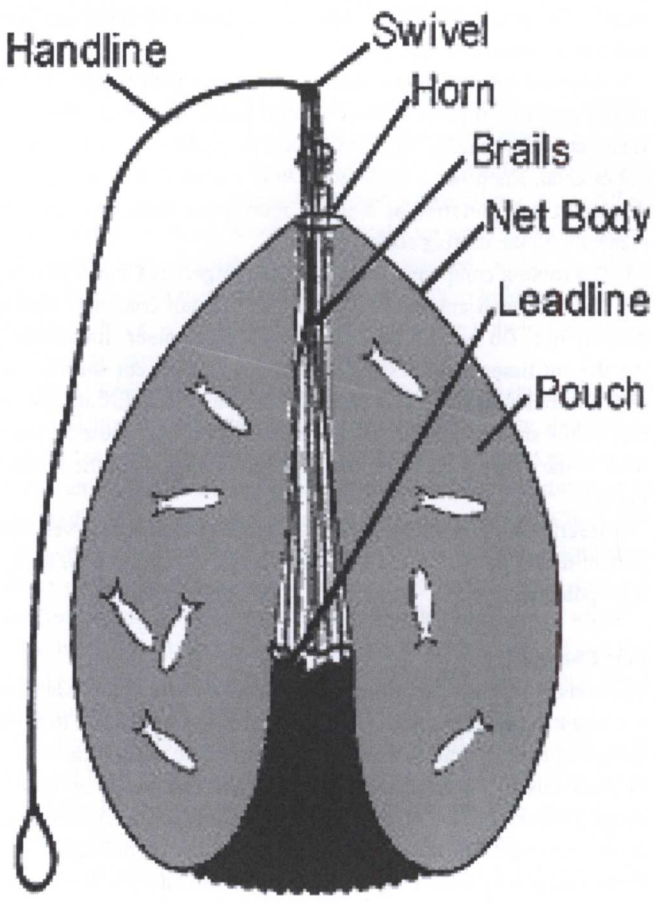
Lead Line: a rope with sinkers attached. This rope is at the outside perimeter of the net to sink it.

Brail Lines: lines attached to the swivel at one end and to the lead-line at the other. Their function is to pucker the net, thus trapping the catch.

Netting: made from nylon multifilament or monofilament to form the desired mesh.

HOW CAST NETS WORK

Throwing the net creates a driving force that causes the lead line to open the net to a flat form, the lead weights then sink the net. After the net has sunk, and the brail line is pulled, the lead line is forced to close, thus, creating a pouch in the net which holds the catch, trapping a school of shrimp or fish. After pulling the net from the water, opening the lead-line will cause the catch to fall out.



Choosing Nets Correctly

Depending on what kind of catch is targeted, i.e. shrimp, sardine, mullet, etc., the correct size of mesh and net will provide more accurate hauls. As with any fishing equipment, the bigger the targeted catch, the bigger size of mesh and stronger netting material needed.

BAIT SIZE	MESH SIZE	NET BREAK STRENGTH
1" - 3"	¼"SQ (1/2" STR.)	5 - 9 LBS
3" - 6"	3/8" SQ (3/4" STR.)	7 - 15 LBS
6" - 9"	½ " SQ (1" STR.)	9 - 20 LBS
9" - 12"	5/8" SQ (1-1/4" STR.)	12 - 25 LBS
12" OVER	1" SQ. OVER (2" STR. and OVER)	20 LB and OVER

THE HOW-TO-THROW-IT BIT:

1) Coil the throw-line with your right hand, round and round she goes, until top of net. Hold swivel in right hand.

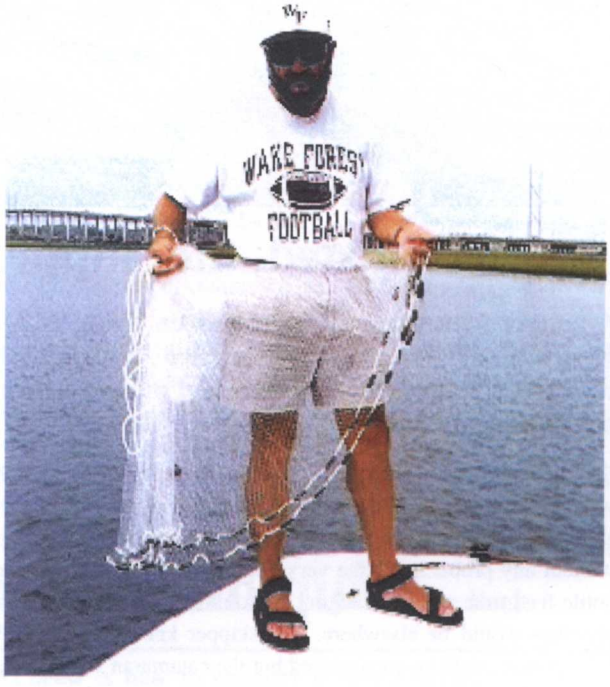
2) Grab the net, about half way down, between fore finger and middle finger of the same (right) hand, NOT between your cheek and gums-you know where the net has been.

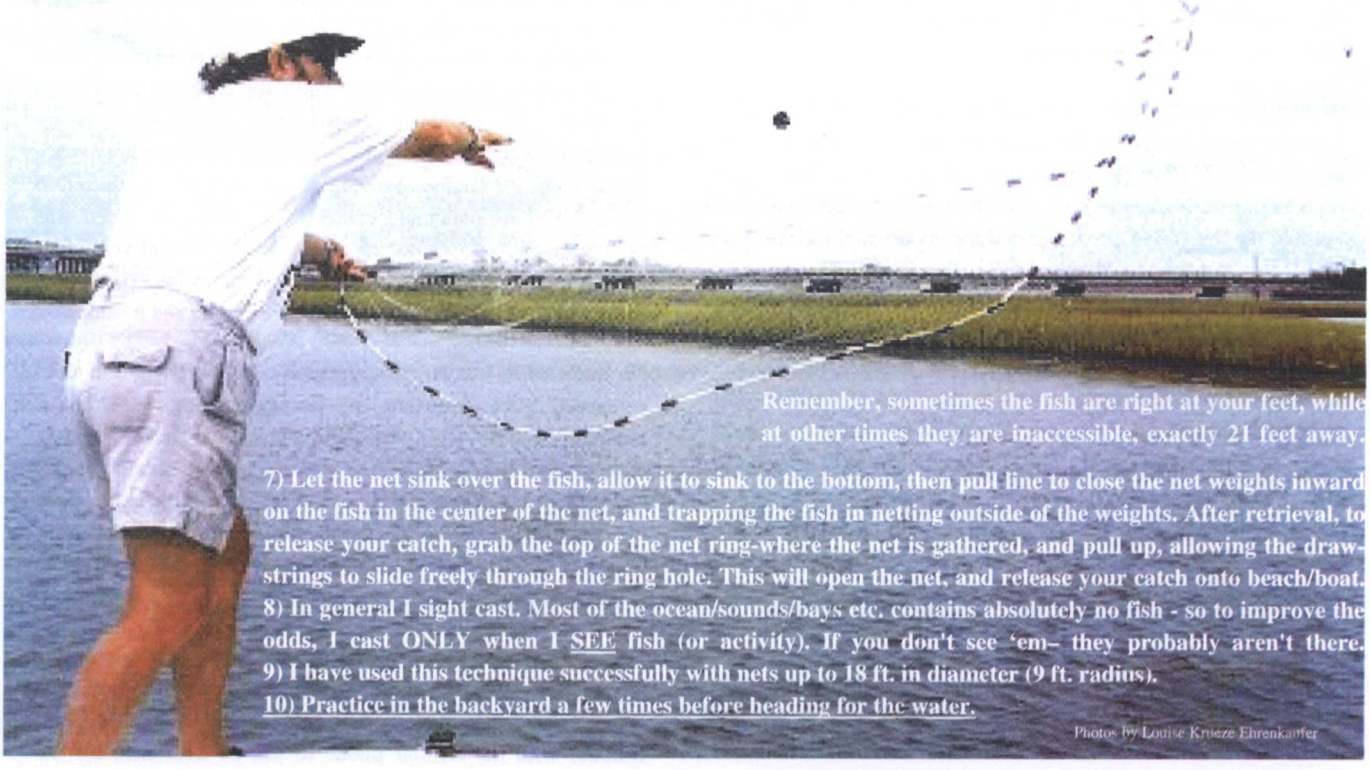
3) Grasp 3 - 10-12" separate, adjacent segments of the bottom leaded part of the net between fingers of the left hand (see me gathering the net bottom by my knee). This is to hold and pull open the net during the toss. At this time check and make sure that nothing is tangled, i.e. neither the coiled throw-line nor the net draw strings, whose purpose is to close the net on the fish.

4) Getting ready to rumble: Rope and net in the right hand, lead weights leafed through the fingers in your left hand.

5) The turn: Assume the throwing position by a slow turn to the right. Coil your agile body, as you are now ready to strike.

6) The throw: This is where anything that can go wrong-will, and does. Rotate left, in a steady-tossin' and turnin'-turnin' and tossin' motion-spin left, let it rip, and let the net go!! Aim to throw the net slightly above horizontal. As you spin the net-centrifugal (or is it centripetal) force of the lead weights takes control to propel the net out and open. Notice left hand still holding on to assist the opening of the net as it spins out-now release the left hand as well, so that the net, once opened, can continue out and away as far as you need it to go, to the fish.

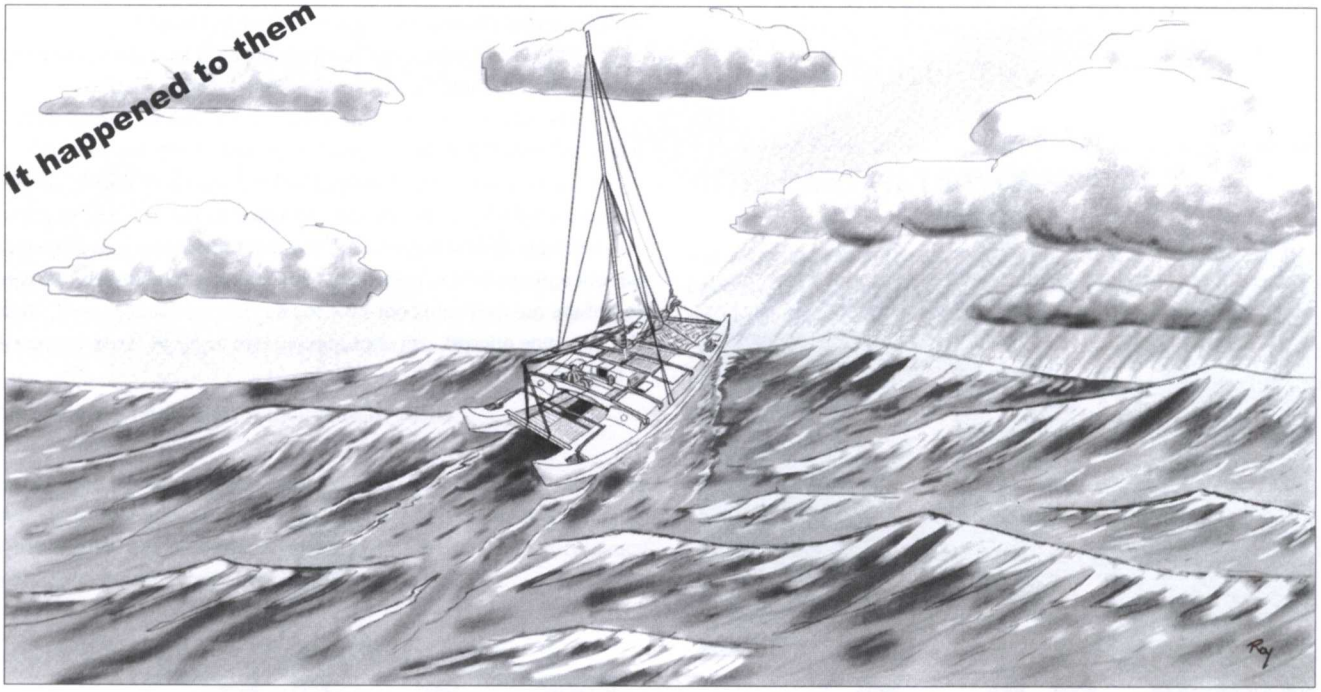




Remember, sometimes the fish are right at your feet, while at other times they are inaccessible, exactly 21 feet away.

7) Let the net sink over the fish, allow it to sink to the bottom, then pull line to close the net weights inward on the fish in the center of the net, and trapping the fish in netting outside of the weights. After retrieval, to release your catch, grab the top of the net ring-where the net is gathered, and pull up, allowing the draw-strings to slide freely through the ring hole. This will open the net, and release your catch onto beach/boat.
8) In general I sight cast. Most of the ocean/sounds/bays etc. contains absolutely no fish - so to improve the odds, I cast ONLY when I SEE fish (or activity). If you don't see 'em– they probably aren't there.
9) I have used this technique successfully with nets up to 18 ft. in diameter (9 ft. radius).
10) Practice in the backyard a few times before heading for the water.

Photos by Louise Krueze Ehrenkaufer



Exhausted, the skipper had to call for assistance

A couple with three young children living in Gibraltar harbour en route to La Ciotat on the French Riviera aboard their Pahi 42 named *Australis*. Gusts of wind, seasickness and serial damages treated the crew very roughly. Exhausted and almost with no more electric energy available, the skipper, the only one still in good form had to call for assistance.

On October 2004 the 17th, the crew morale was high and the weather fine. Three young sailors under two years old and the skipper's wife were on board for a crossing supposed to be without any problem. At the very beginning of the cruise it was bottle-feed time, nappy changing and dummy parties. Soon those priorities would be elsewhere. The skipper knew that 20 to 30 knots winds could be encountered but the catamaran strength was not something to worry about : *Australis*, their Pahi 42, had been heavily built and the rigging was brand new. The electricity power was coming from a generator, a solar panel, a wind generator, four batteries (105 A/h each) and the engine alternator. The engine was a 30 Hp outboard.

On October the 18th, Cabo de Gata was in sight to port less than 10 miles away. Visibility was excellent and the way was on for fair wind with 10 to 15 knots force. That picture should have been an idyllic one if the skipper's wife and one child weren't so seasick. By the end of the day the skipper had tried twice to run the electric generator without success. The wind was coming up to 25 knots. He put his harness on, to go to the stem to haul down the genoa before hoisting the yankee (they had no roller furler on board). Quickly it was time to take in a reef because the autopilot had some difficulties working well in that kind of weather. The night was going to be a long one. The skipper went to search for the generator failure cause. The fuel feeding pipe was cut and there was no reserve. With the fuel vapour invading the central pod the skipper was not enthusiastic with the idea of an immediate home made repair. In the evening the skipper hauled down the yankee. The boat speed perceptibly slowed down but the comfort was better which was not bad for the crew.

During the next two days time went by with some handlings to do and the seasickness. The autopilot reveals its limits and the tiredness was accumulating.

By the 21 October evening Ibiza Island was in sight. The winds were still strong. The 22nd at 1 AM the wind died as expected by the entire crew. The skipper wanted to take advantage of that to switch on the autopilot again but, surprisingly, nothing happened. He had not enough time to understand why as the wind went up to 15, 20, 30 and 40 knots with 50 knots squalls. So, the rest of the night passed by with a skipper trying to stem the gusts of wind with the storm jib alone and two strong rubber springs as autopilot. At dawn the wind finally died. Ibiza Island was far away behind and the Pahi was still sailing well with the rubber springs on the rudder. At 6 AM, as the boat was still surfing on some high waves, something (probably flotsam) hit strongly the rear crossbeam where the outboard engine was mounted. The skipper called his wife who forgot instantaneously her seasickness when she saw the empty space of the outboard engine. The engine was just still connected to the Pahi by its command cables! The catamaran speed was giving the engine a dangerous pendulum movement very close to the rudders. There was no time for any question. The engine was condemned. Two cuts with the wire cutters and it sank…

No more outboard, no more generator, his wife and one child exhausted after five days of seasickness and a defective autopilot. By the way, why? The battery controller says they were almost empty. Strange… The solar panel seems to work well and the wind generator… wind generator? It has lost one blade which one has cut the feeder cables. What to do? As they were not in a distress situation the skipper decided to continue to the nearest French harbour.

The next day, at 5 PM, being fed up, the exhaustion was getting greater. The security conditions were at their worst level. The skipper decided to call the CROSS (equivalent of the Coast Guards) with his cellular phone to ask an assistance for the

harbour entrance in Collioure near the French border. He gave the exact situation about his energy problems and the lost of the outboard engine. Because of the energy problem he made the proposition to carry on the connection via e-mail with the phone. The Coast Guards suggested to reach the Palamos harbour 20 miles away and got in touch with the Barcelona lifeboat station which sent the *Salvamar Sirius* lifeboat. At 8 PM the Coast Guards station said the lifeboat was on station. At 10 past 11 PM the lifeboat was alongside with the *Australis* Pahi to pass the tow line and the October 24th, at 30 past 3 AM, *Australis* was in the Palamos harbour. Everything was quiet, the children were sleeping and the skipper was having a drink with his wife.

This article have been translated from the French magazine "Voiles et Voiliers" and summarized by Remy Roy.

Editor (*Voiles et Voiliers*) Analysis:
React before the last minute

The French Coast Guards say they received (in 2004) 1495 emergency calls from sailboats for which a salvation operation have been launched. One third (493) of those operations were launched for damages and 78 only for some navigation or localization problems. In all 503 sailboats had been towed after some difficulties.

The *Australis* skipper must not be ashamed of his emergency call. Even if no life was in danger to continue in those conditions could have been very hazardous.

However, the skipper could have avoided becoming so exhausted by making some intermediate stops along the Spanish coast rather than to try one long journey.

The mistakes that should not be repeated

As an entrance to Ibiza Island was not wanted, the outboard engine lost in the north of the Island with heavy seas and winds from the south would have forced the skipper to make tacks and to attempt a landfall with no charts. The skipper should have to tried to reach the Spanish coast earlier. But the boat was carrying on her way very well and the skipper neglected the exhaustion accumulated the days before.

The skipper's wife had never been seasick before being pregnant but that was not an excuse. The skipper should have provided for some intermediate stops and make sure of the crews ability for this kind of journey. To follow the coastline at about ten miles would have been a clever option to find a harbour in case of problems.

What lessons to learn from that experience?

Individually each incident does not justify calling for assistance. But if the boat seemed to be in good shape the skipper was not in position to swear it. The wife seasickness, the three little children and the exhaustion were a bit too much for one man. He was not able to face up to other problems.

The VHF radio is, of course, the better solution when you are close to the coast: you communicate directly and in real time. Here the situation was the more complicated you can encounter because of the several go-between (Coast Guards and Barcelona Lifeboat Station) before sending the information to the lifeboat. In a lesser complicated situation the e-mail solution is not to be rejected because the information sent does not allow for misunderstanding.

Simple Fatigue Reduction Technique Dave Peak

Couple of the first things I instill into new (to me or my boat) crew is how to conduct a man overboard drill—just in case I'm the one who goes over the side. The second thing I instruct them in, is how to "heave to".

This simple manoeuvre, slows down speed, eases boats motion but most of all allows crew time to think and re-act to situation that appears to be growing out of control.

By tacking without releasing the jib sheets, the jib becomes back winded and works against the power generated by the main. Tiller/wheel is lashed to leeward.

I demonstrate this technique and immediately order a drinks break—to demonstrate how much the motion and speed of the vessel are reduced. A boat reaching along at 6-7 knots will invariable slow down to about 1-2 knots and forereach at about 60 degrees off the wind. This tactic is effective in up to 60 knots of wind.

With sufficient sea room, that the Australis had after passing Ibiza (some 100+km) or on the previous two days before reaching Ibiza, "heaving to" would have had the effect of diminishing the effects of exhaustion, seasickness and make reducing sail easier too.

A Genoa is not the ideal sail in "heaving to" for prolonged periods due to the fact severe damage to the sail could be incurred by mast fittings or rig. But a yankee or a staysail (on a cutter rigged vessel) should set clear of abrasive contact.

Try this out next time you're out sailing, make notes on where abrasion may occur. You never know when it'll come in useful.

I try and utilize/practice it at least once a season. I've used it in earnest only a few times to grab 40 winks.

Just Cruisin' Ann and Nev Clement Tiki46 "Peace IV"

Just Cruisin'

In the sailing lifestyle we prefer, there are two main occupations. One is passage making which is usually an offshore occupation for us involving much preparation and planning for seasonal weather patterns, immediate weather patterns, tides, safety factors, crew strength, ship readiness, food, medical kit, hours of daylight, alternate plans in case of difficulties, etc. We do this twice a year heading north and south with the seasons. The other occupation is just cruisin'. For this there is almost no planning. We consider the weather forecast and just go.

When we are just cruisin' we like to share it with old friends and folks interested in the boat. So we got lucky this month and had a little of both.

First came Pat and Gordon who are good sailors and they came because they were interested in maybe building a boat like ours. So we enjoyed their company for a week of intense question and answer and detailed inspection of the boat, a couple of days sailing here and there to put Peace through her paces, and while we did that, they taught us a much better way to tack to insure success every time. We had lots of great non boat conversation too. Feels like we have always known them and we are glad to hear they will soon be building a Tiki 46. We hope to be involved in all that activity and share the excitement.

The other couple who joined us are Martha and Bob. They are non sailors and I have known Martha since we were very little girls and our parents were friends. We go back over half a century with gaps here and there but always keeping sort of in touch more or less. They had been to the Yoga Retreat in Nassau for three weeks so were already quite relaxed when they arrived. We had some nice sailing with only the jib up in about 15 knots of wind and were able to keep our boat speed well down around 5 and a half knots. We wanted to maximize the mellow mood. Some pretty clouds, lots of sunshine, a dolphin or two, and the colors of the water... it was good. Bob and Nev are both practical guys so they were sharing ideas and generally operating the boat though Martha and I mostly shared the steering and tweaked the sail some just for entertainment. She is good at the helm. Might leave her to it next time they come. Could maybe put up another sail if the mood is right. Just cruisin'.

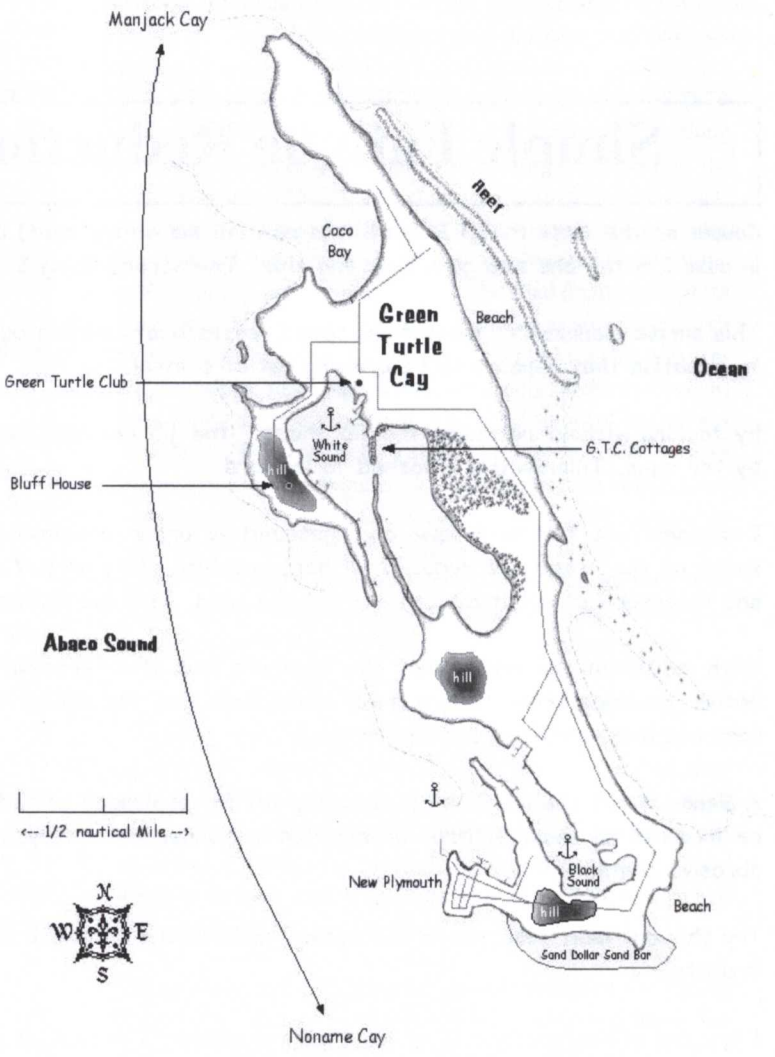
I had no real plan for food when they came. Just lots of long life food in the lockers like tins, pasta, rice, beans, and then some onions, cabbage, and tomatoes plus a little frozen food well insulated in a picnic cool box - no ice. It all seemed to work with me suggesting meal ideas, them making helpful comments, and our appetites taking it from there. It was great until we got to that last meal... oh dear. I had nothing planned at all and no sensible ideas either. Nothing our mothers would have approved of, anyway. The meals we kids shared from our parents kitchens! Oh dear... what was I to do?

Then I saw those two huge avocados Bob had brought from down in Nassau (finally ripe!) and there were ripe tomatoes. I got out a big dish and cut the avocado in pieces just piled in the dish and put slices of bright red tomato on top. Pretty. Then some fresh lime juice, olive oil, fresh garlic slices, and salt and pepper. Four forks were provided for a fondue style supper and I beat Martha to the last slice of avocado. She had hesitated, you see. We were quite full, and I had no other food ideas or suggestions for a long time, so we simply sat around and watched the sunset while remembering old folks long ago or appreciating simple living etc. Then we had rye bread toast later on with some peanut butter or some nice British jam and tea. Just cruisin' through mealtime. It was most satisfying and matched their arrival when we all agreed the mangoes they brought would not survive the bruising they got on their journey. Those were also cut up and put on a platter and forks were issued. That was awesome!

I got the platter slurpings when I was back in the galley. Cook's privilege.

Today Nev is away with our friend Gary getting new drive belts for his boat and refilling our propane tanks. Gary is one of those guys who manage without much preparation at all. He is out here with us in a boat that is not even ready to go cruising. Gary himself is not ready either because he does not know a lot about sailing and cannot fix stuff either. There is so much broken on his boat, we do not know where to start! But nothing bad will ever happen to Gary because he is one of "those guys". You must have met a guy like him once. They always muddle through somehow and have lots of fun and the best friends too.

We both fell in love with Gary long before we knew of his several talents. He was coach of the Canadian National Hockey team and used to play professionally and he still calls his men friends "big guy" which sure sounds good coming from him. He is for SURE a



big guy with a still powerful build even though he is our age. He was in medical research or something back when he was working. Plenty smart! But in recent years he took up sculpture for a hobby. Well, WELL!!! He is darn good, it turns out. There is now a bronze sculpture of us aboard which he made as a gift and it is quite a good one. He takes five photographs of you with your glasses off, then makes a wax sculpture, and then does a mold of latex and mixes bronze powder with epoxy and swishes it around inside the mold, and Hey, PRESTO! there you are. He does this aboard his boat using a tiny kerosene lantern heating the wax in a tin can suspended with string and swinging over the lantern from a grab handle above. Turn the knot on the string to lift or lower the tin can to correct for chop in the anchorage or for warm or cold ambient temperatures this heats or cools the wax inside. He put our sculpture in the local art show and got a lot of notice and some commissions. Folks recognize us right away when they pass by in their dinghys and we hear people saying to each other that we are the ones in the art show! I tell you, Gary is GOOD!

So Gary is totally in the cruisin' groove and it is working out ok for him. Nev is a good teacher and every time he goes over, he fixes one thing and shows Gary another thing to do better. Whenever he comes over to Peace IV, the conversation gets around to some topic that helps Gary see a safer or simpler way to handle his boat. It is all working out ok. Cruisin' works!.

A Typical Passage

Normally we just try to keep Peace below 9 knots of hull speed through the water because that is when she is traveling fast enough for our pleasure and above that, she starts to get a little splashy well forward and it begins to be noisy. So what's the hurry? We are older folks and we like to sail gently and then sit around on the foredeck and be comfy with friends at sunset appreciation time. The truth is that we really like 5 knots because it is so peaceful.

The main result of all this interest in speed restriction is that we have gotten to be quite good at it and we have never bothered to develop skills that any normal, red blooded yacht club racer learned with his very first boat. Lucky for us, Peace already knows a whole lot about speed sailing, and she gave us our first lesson during the wee hours of yesterday morning.

For a couple of weeks, we had wanted to leave the Bahamas and return to Florida but some social obligations held us back and then weather took over and frustrated every passage plan we made up. While we waited, a friend cleaned some growth off the bottom for us.

It finally became clear that we would need to make the passage from Green Turtle Cay in the Abacos, to Fort Pierce, Florida in short weather window starting at dawn on Mar 7 when Gulf Stream winds were predicted to be southerly before going west again 20 hours later which would be on the nose, and then go north and strengthen which would make the Stream rough.

Anchorages along the way are not secure and the weather was expected to persist unsettled for the next week and get worse too. So we decided to make a dash for it.

The trip from Green Turtle to Ft, Pierce non stop is about 180 nm and we know it well, but with the expected contrary wind shift after the 20 hour opening, we had a race on our hands. The coral reefs, rocks, and shoaley sand banks would be our race buoys during the daylight part of this race and we had the expected wind shifts as our competitors later on in the Gulf Stream. Some of the weather predictions included possible 25 to 30 knots, but this boat has seen us safely through much worse weather than that, and waiting for a better weather window was no longer an option.

We left at first light with all sail up and both engines running at half throttle in very light air doing about 8 knots. When we passed Crab Cay, the south wind was gradually increasing so first one engine was stopped and lifted with no change in our hull speed, and by the time we passed Great Sale Cay, the other engine had been put to bed also and Nev was sunning on a dry deck while Peace gave us between 8 and 9 knots in around 15 knots of wind.

Nev did a quick repair of the Autohelm and then took a nap before sunset and I struggled with our wimpy VHF radio being mostly unable to hear the American weather reports. The American NOAA weather stations came clear only after we were already committed to crossing the Stream and they predicted much stronger winds than we had expected. We heard bits of forecast about possible dawn thunder storms with maybe hail over 1", embedded tornadoes and water spouts, and wind gusts from 45 to 60 knots! The predicted daybreak wind shift was proving to be a stiff competitor, indeed!

We calculated that we could probably get past the Stream before it hit if we were quick but we thought it would be wise to keep our speed well up and head directly west allowing the 2 to 3 knots of current to provide some of the northing we would need to reach Fort Pierce on the other side, and we planned on saving the rest of the northing to ease our heading in case of heavy seas or early wind shifts. And if we made a landfall in Florida well south of Fort Pierce, that would be ok because we could always sail in the lee of the land turning a west wind shift into a reach for Peace at the end of the voyage in relative safety. And Fort Pierce is an easy entry, well known to us.

As we came off the Bahama Banks, the wind strengthened and Nev took the Foremain down and just tied it on the foredeck. In the darkness, with Peace doing an average of 9 and 10 knots through the water under Main and jib, my eyes flicked from the speed through the water dial to the speed over the ground dial. I often saw 10 and 11 knots through the water and Nev says he saw a 12 at one point.

There was no moon and only a few stars, but you could see the white flash of phosphorescence and hear the waves hitting us broad on the port side. Spray smoked along the deck and Peace shouldered her way through the building 6 foot seas in wind that we guessed to be about 15 to 25 knots gusting higher. It was an impressive performance and an exhilarating ride. Peace was off her leash and enjoying herself and seemed right at home. I would have enjoyed less salt spray in my face, but was glad to have foul weather gear that worked well on the rest of my body.

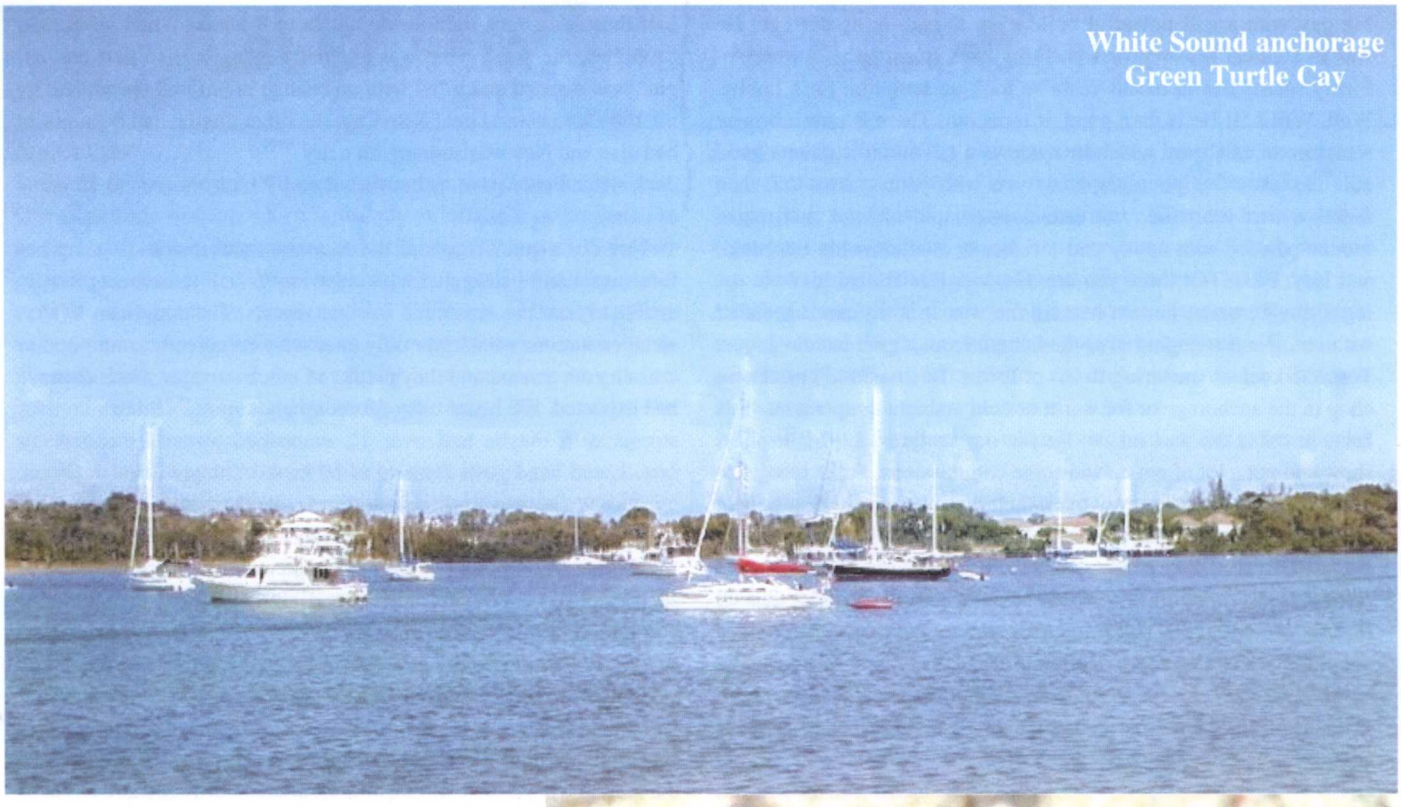
I eased the sails as the wind increased to spill some of the wind in the higher gusts and hauled them in again when conditions allowed. Our two part main sail sheeting worked very well and the new boom Nev made last summer was greatly appreciated.

I saw several sets of lights out there and one set headed right for us, until I shone a flashlight on the sails and felt much gratitude for that freighter that turned sharply to pass aft of us.

Our plans turned out well and we were across the Stream and on soundings well inside the 20 hours and we hove to outside the Fort Pierce harbor entry with only a scrap of Jib holding us nicely. We could see flashes from a violent thunderstorm just north and east of us. In the early dawn the west wind arrived just as we motored in through the jetties (tide with us) and got the anchor down south of the harbor where we know the holding is good and the current somewhat less. Some hot tea, toast, and then we were off to bed.

I do think it is good to learn how to sail fast and we will now try to learn how to do it properly. These boats are ok at speed and sometimes it is a safety factor to have it.

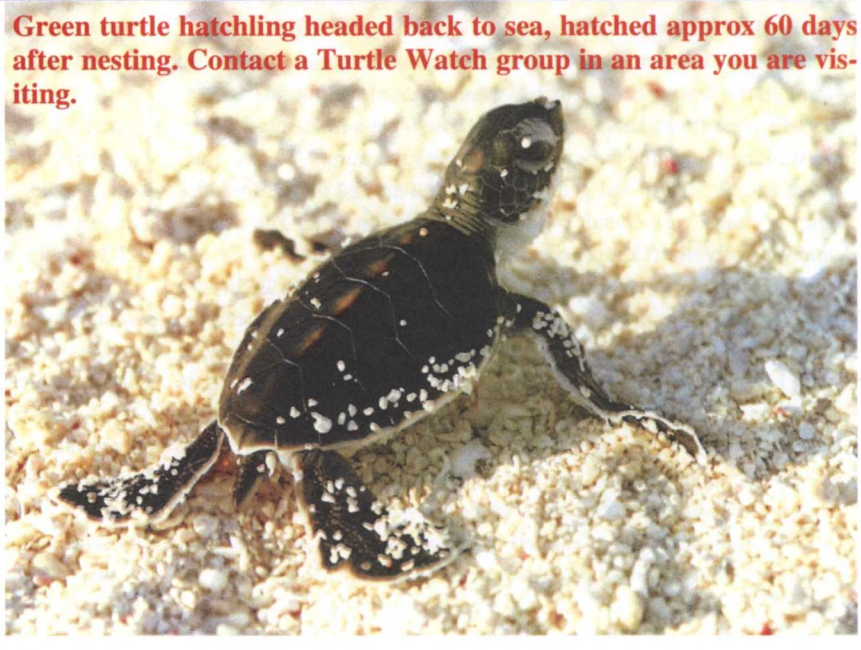
While we were sleeping, the wind shifted from west to north and



White Sound anchorage
Green Turtle Cay

heavy rain cleaned all the salt off our decks. It must have been quite nasty in the Stream then. It can be dangerous out there with strong wind against current. But to tell the truth, we never even heard the storm passing over us. We were ZZZzzzzz asleep!

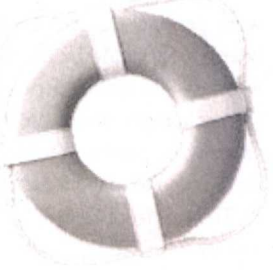
Love, Ann and Nev



Green turtle hatchling headed back to sea, hatched approx 60 days after nesting. Contact a Turtle Watch group in an area you are visiting.

Hints and Tips

New Life for a Life Ring



Even if it only hangs in it's holder all season, a life ring will start to show it's age after a few years with the bindings and webbing rotting due to UV degradation. The basic ring is still solid but needs some TLC. I've forgotten how many I've seen consigned to the dumpster when this occurs.

First strip off the old webbing, a coat of paint won't go amiss as UV will also have been beating the paint up.

Commercial rings tend to use webbing to secure the external rope to the ring. This can be replaced by approx 10 turns of 3mm braided line (easy) or webbing (slightly more difficult and expensive). These 10 turns will give you approximately 32mm wide band. Measure 1 turn and multiple by 15 before cutting the four pieces of braid.

Measure a piece of 9-12mm line to loosely fit around the outside circumference ($2\pi r$ remember?), 4-5 times diameter of ring is good base. Splice the ends to form a loop.

Holding the loop against the outside of the ring, start the first wrapping (using the 3mm braid) , tucking the end under the first 2 or 3 wraps to secure. Keep wraps tight together. The end is secured by first knotting and then tucking under last few wraps.

Repeat wrapping on opposite side of ring, the repeat at 90 degree positions.

When finished wrapping, apply two coats of marine enamel to the braid.

**** Adding reflective tape to the ring before painting makes the ring more effective at night .**

Hints and Tips

ANCHORING GEAR

Adding a bow roller eases the task of anchor storage, deployment and retrieval but at £100-200 in even the smallest sizes, it's something that people tend to leave off their boats. However, here's a homemade pair that'll leave you change from around £20-30 each.

The first in aluminium, the more expensive (but better looking) is made from the following parts:
2 sections of L-frame aluminium plate, 1 smaller piece of flat aluminium plate, 2 aluminium rods, 2 rubber rollers, 4 nuts and bolts and a mahogany base.

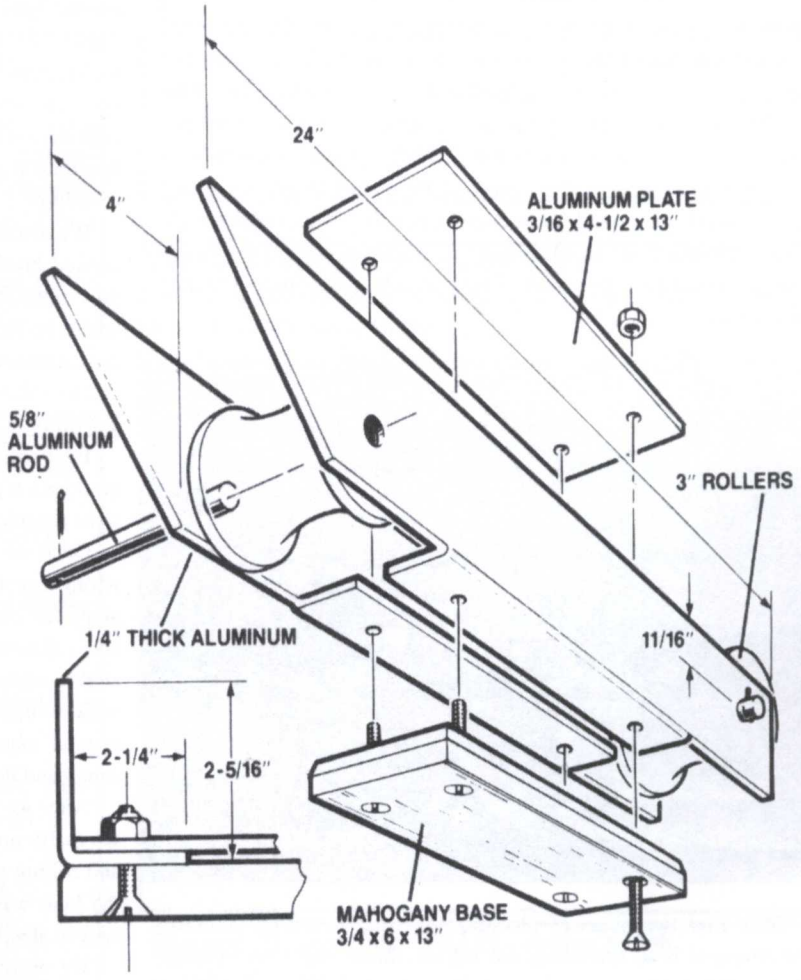
The model here is for, what I feel is an average size boat (T26) but can be scaled up for larger models and will accommodate a 10-15lb anchor. Mock up a model in cheap ply/hardboard to make sure it fits your anchor.

The aluminium plate material should be heavy gauge (6mm thick, top plate can be lighter). If you can't find L-plate, get U-channel wide enough for the roller to fit reasonably snugly. The rollers can be bought from a camping supply store (think trailers here), get the hardest rubber/composite available for longest life.

Cut the wooden base to size.

Clamp the L-plates back to back and drill 16mm holes for the 15mm roller pins. Place the aluminium top plate inside the end plates and clamp to the Mahogany (or other hardwood) base and drill the 4 — 6mm mounting holes.

Smooth off **all** rough edges, sand aluminium plate with #200 grit paper and then polish with #400 wet and dry paper with lots of water. Apply a couple of coats of wax to aluminium and epoxy/ varnish to the wooden base.



Stainless steel can replace the aluminium parts, but is more difficult to work with for you **and** your tools.

A more minimalist anchor roller can be fashioned from simple mild steel plate and angle iron plus only 1 roller is used.

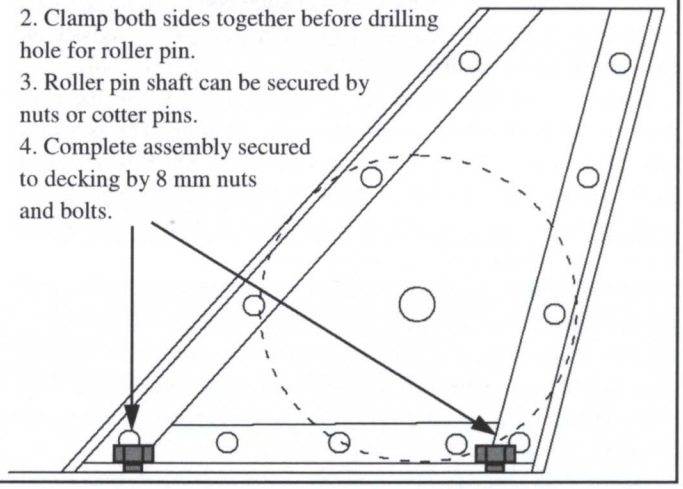
Use 25mmx25mm angle iron and 3mm plate.

Dry fit all components. Use hardboard to create mock-up to fit your anchor. File/sand/grind off all sharp edges

Send steel off for galvanizing or paint (white) with hardwearing paint (Hammerite or 2 part polyurethane). I've not tried the galvanising paint so can't comment on it's durability, but it is convenient!

I used this type as a stern anchor system with a simple cord led to cockpit (to be cut in emergencies) - emergency brake. Only used once in a fast flowing river when engine died. Glad to have had it aboard.

1. After cutting basic shape, bolt each side of roller together using 6mm machine screws, counter sunk into the steel plate from the the inside, with nuts located on the outside.
2. Clamp both sides together before drilling hole for roller pin.
3. Roller pin shaft can be secured by nuts or cotter pins.
4. Complete assembly secured to decking by 8 mm nuts and bolts.



News from Sea People

UK—Spain Steve Horrod

James and **Steve Horrod** are brothers and have spent the last fifteen years or so "messing around in boats". From their first boat of a 22' foot Jaguar they progressed onto a Heavenly Twins and then having both gained a year off work they looked around for a suitable boat to explore the waters of the world in greater depth! Their search for a suitable boat ended when they found a **Mark IV Narai "Mauna Loa"** in a boat yard in Millbrook. Here are extracts from the newsletters they sent of their travels to family and friends back home:

Well after two years of planning; plotting; mending; painting; and all round head scratching our big adventure began on Monday 19th July 2004. We were only really two months behind our original estimate of a leaving date.

Hayling Island to Torquay

We arrived at Wilsons Boatyard on Hayling Island ready to catch the lunchtime tide and head west towards Torquay. The engines started and we reversed out . Only about 10m as a rope then wound itself around our starboard prop and brought us to an abrupt halt!

We managed to cut it free and slowly made our way to a pontoon about 100m away while a friend who lived nearby had arranged us a temporary berth while we checked things over. All seemed ok, so we once again set off. This time we made about 25m before we realised that there was a very large vibration coming from the starboard prop. A quickly thrown rope to Adam and we were back on the pontoon where we discovered that the prop shaft was badly bent.

Feeling rather despondent we made our way back to the mud berth in the boatyard to contemplate our situation. The boatyard advised us it would take a few days to repair which would then leave us neaped on the mud for about six weeks! We were not going to accept that so set to work to remove the prop shaft straight away. A few hours muddy work later and it was off.

First thing next morning it was off to Littlehampton Welding to see if it could be straightened. After some brilliant work by Darren and Roy it was straight again and we were rushing back to the boat to get it fitted before the tide came in. After a magnificent effort by everyone we had it in place and off we went with a very large sigh of relief!

After stopping at Studland Bay overnight we arrived at Torquay around 3pm with sunshine and flat calm water. It's nickname of the English Riveria is quite justified and we marvelled at the different architecture and just how pretty it was. As we crept into the marina we were greeted by our Uncle and his camera! After tying up we enjoyed a hot shower, a few drinks and then a wonderful meal with Jonathan at a pub about 10 minutes out of Torquay at a place called Cockington.

We awoke to glorious sunshine and a slight breeze and enjoyed cooked breakfast on deck before hitting the shops for last minute provisions for our trip across Bay of Biscay. With a list of jobs that had to be done before our departure after lunch we were well aware that once we left it would be a good four days before we stopped again so there was a lot to be done.

Torquay to La Coruna via the Bay of Biscay

Everyone seems to have heard of the Bay of Biscay and it has a notorious reputation for being the "Bay of Puke" so to say that we were confident and not worried about it would have been wrong.

Once we left Torquay we managed to sail albeit in slightly the wrong direction owing to the direction of the wind. We headed west along the coast towards the Lizard and Lands End. The sea was in nautical terms "slight to moderate" which in practical terms means slightly choppy with small jerky, bouncy waves. It was not easy to walk around on deck and we knew that we would end this trip with a good many bruises. The weather was good though; warm and sunny and definitely getting warmer as we headed further south!

After we left the shores of England and headed into the Atlantic we really noticed a difference in the sea. The waves became large and rolling and when they came up behind the boat it was just like the boat was surfing! A lot more comfortable mind you and very easy to sleep to.

We were both quite surprised as to the lack of other boats around. We split into different watches: either 8pm until 12 and then a watch change from 12 until 4am and then another watch change from 4am until 8am. The busiest seemed to be 12 until 4am where there were numerous tankers; fishing boats and container ships we have to dodge! At times it felt just like we were back on the M25! We both fell into bed and straight to sleep when that watch ended.

The wildlife aspect of the trip was incredible – after only a week we were seeing dolphins and whales regularly. The dolphins were so friendly and came right up to the bows of the boat to show us their tricks! We laid in the nets at the front of the boat and were within 12 inches of touching them. The water was a clear marine blue – a lot deeper colour than back home and just perfect to have such a good look at these beautiful creatures. At times the boat was surrounded by about 20 of them all darting, jumping and squeaking to us. At night-time too we saw "sea fireworks" in the form of phosphorence (a form of plankton). Sharks were also quite a common experience although only small.

The boat was also giving us some concerns – we had begun to experience engine failure and at times one or other of the two engines was not working! We also had a serious worry about lack of fuel. This was from a variety of reasons; one being that we had a leak in the fuel pipe in one of the engines; and we also suffered from a serious case of lack of wind – not expected in the Bay of Biscay!

Continued Page 31

DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

**** **Ditty bag ads will run automatically for 2 issues** (to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed*

For Sale—"Funky Flamingo" Tiki26 **$5k obo**
all west system. very solid boat. rebuilt beams, lashing, stringers and lots of other work done. needs sails, rigging and clean up. many extras and improvements. slatted front and lash-on rear decks, inflatable dinghy, stainless keel rub strips on keel . all faired in, new mast for proper tiki rig, extra items.
Dan Kunz. Email drkunz@hotmail.com (please put TIKI in subject line so its not trashed). 305 –664-0190

TIKI 46 Building Plans for Sale Plans No. 22. Original complete set as new. Price € 3.850,-. roland.schuehle@searesort.info, tel.: +49-751-76956-14, mobile: +49-171-8160270.

Discussions with JWD led to a decision for a bigger boat probably Islander.

For sale "Mauna Loa" Narai Mk IV £29,500.

Just completed a years cruise from UK to Canaries. This boat is very well built and fitted out and ready to go cruising again.
Currently located in southern Portugal.
Please email for specification and pictures.
maunaloa@everywhere.fsworld.co.uk

Require different type of boat for future UK based sailing/cruising.

Stephen Horrod

Various used anchors for sale
7kg Plow (CQR style) £20
7kg Danforth style £20
8kg Brittany (+4m of 10mm chain) £30
21lb "Navy" style anchor £20
8kg Delta style £30

10mm short link anchor chain £2.75/metre
8mm short link anchor chain £2.00/metre
Lengths up to 30m available
Ken Hook email hook.ken@virgin.net
Tel 01202 531445

For Sale Tiki21 "Ellida" marine ply/epoxy hulls. One set of sails, suzuki 4HP outboard, anchor, harnesses.
Located in Topsham, Devon. £2,300
Contact Nick Harding 01392 210408

Tiki 21 "Kentiki", sail # 564 **FOR SALE**
Asking **£2800-3500,** depending on how much winter refit gets done. Located Poole Harbour
Ken Hook email hook.ken@virgin.net Tel 01202 531445

FREE TO A GOOD HOME!
1) Bow roller to fit 1/4 chain
2) Walker "Excelsior IV Patent log." Seems complete in original box.
No price, just come & fetch. Address in yearbook.
Messages on sister's phone (01208) 814628, ansaphone.
Please speak clearly for God's sake!! Pete Green

WANTED—new home and owner for HINA project.
See Page 39 SeaPeople #58
John Ashbury 01298814340

For sale "Banana Split" **Tiki 21** - Asking **£3000**.
"Tony Perridge—
email honesttone@yahoo.co/uk tel 01463 234189

SINGLE SIDE BAND RADIO FOR SALE
Nev and I have decided our ocean crossing days are probably over. Our Kenwood TS-140S SSB is now for sale including our Smartuner SG-230 AUTOMATIC TUNER and associated wires and cables and an antenna. A new microphone is needed otherwise it all worked fine when last used two years ago with a borrowed mike. $300US plus shipping and it is yours. Or come to a US East Coast meet and take it home with you!
Ocean Weather Pilot Charts: South Pacific, Indian Ocean, Central American Waters & South Atlantic Ocean
Free if you pick them up! How about that?
Ann & Nev Clement

peacefour@pocketmail.com

Dittybag is now available online via the PCA Forum see website for details
www.pca-seapeople.org
If you want to add a picture or an ad to the online dittybag please send to - pcapix@pca-seapeople.org

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Dear Dave, Remy, Ken, & Anita,

Thought I'd write & let you know how my Tiki 30 is going. I purchased the plans last Christmas and as I hadn't sold my old boat, a 26' trailer sailor. I did not have the money to start straight away, so i started to build the rudders, tillers, gaff for the sail, all the cleats, anything that didn't require a lot of expense.
Now that I have sold my boat its full steam ahead.

I read in issue 60 of SeaPeople about Nev & Ann Clements building of Peace IV, their Tiki 46, & Nev's allergy to epoxy. I too, am allergic to epoxy so I purchased a breathing apparatus. It consists of a full face mask & a battery powered air pump you wear on your belt at the back. It gives 8 hrs continuous use of filtered air, before recharging. But it pays to be away from the work area when you take it off.

I am finding the Tiki 30 plans excellent but it really pays to study them well before each stage.

One thing I did before I started building was to build a new shed on the side of my garage 35' long x 20' wide.

Down the middle of the shed I erected a temporary work bench 32' long x 4' wide on which I can lay the assembled sides or the cross beams. I will build a hull either side of this bench & set up the Tiki under cover.

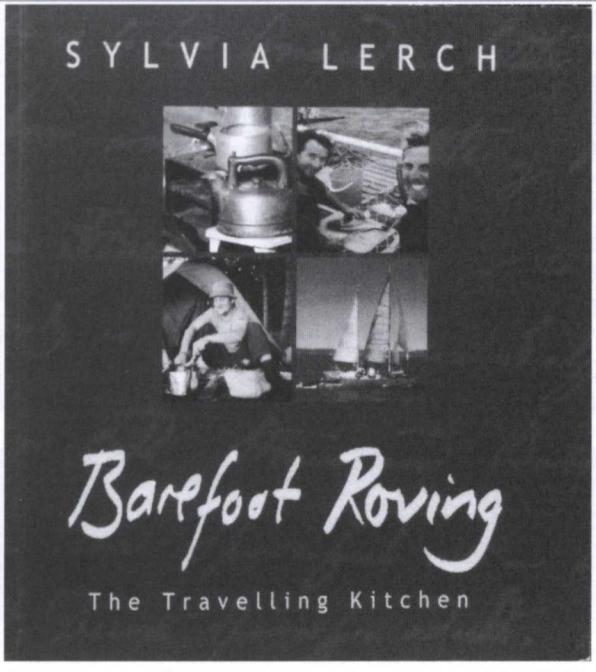
We have decided on the pod version as down here in Victoria it gets very cold in winter. It is terrific to be able to spend an hour or two each night on the boat, after work (I am a carpenter).

As Ann & Nev said, try to spend a little bit of time on the boat each day. It certainly helps.

As I progress more I will send photos.

Best regards, Rob & Christine Sewell. Bruthen , Victoria, Australia
PS Sea People magazine is excellent.

Hi Guys,
Thanks for the mag. and all the work to produce it.
Margarita and I have recently launched a modified Tiki 30, Marodi2 after a 6 year build its great to be sailing again, as we sold our Tiki 21 12 months ago.
Thanks again
David Mitchell
See pics centre and back cover - Ed



Dear SeaPeople,

My name is Robert Waldow and I'm a 50 year old Wharram Cat builder.

My Raka project is now also 15 years old and it started with a visit to Ruth, Hanneke and James in 1999 **(89?)** in Cornwall.
5 years of building
5 years start up with my own company (no idea about a boat)
5 years of sailing and fun with this Wharram cat.

And I can say, I'm really satisfied with my cat.
It is a mixture of Raka, Tiki Deckhouse (because I built a Tiki 21 before) and Captain Cook beams (built while helping a friend build his Captain Cook) .

Mostly I sail with my girlfriend on the Baltic sea, she is also satisfied, because the movement of this cat is not so rough as a monohull.

Two years ago we also started local sailing race. I made some mistake and I have a lot to learn (strategy) but this year we are 28th of 38 ships.
This year we sailed first time with a blister(??), very nice and a fine speed.
Sometimes I wish for a dagger-board for more windward ability....but only for this race, no. MY Wharram-cat is made for a relaxed sailing.
If you do decide on a need for a dagger-board, I recall that JWD used to employ one on one of the classic style race boats, try contacting them!

If you are interested in some Cat-picture or a small article about sailing, anchorages and habour situations for a cat in the German part of the Baltic sea, or about my five year building story, or sailing from Cologne on own legs to the Baltic sea I like to write something. (**Always, yes please! - Ed**)

Also I think about organising a multihull meeting at the Baltic sea, we have some nice "Cat-corners".

Best wishes, Robert

BOOK REVIEW - The Travelling Kitchen

Down under Wharram aficionado **Sylvia Lerch** has written a book "Barefoot Roving", intended as a guide to nourishing food and simple preparation while sailing, touring or holidaying far from supermarkets and takeaways, and without the benefit of refrigeration. It is also intended for all who wish to pursue a whole food diet and a greener lifestyle.

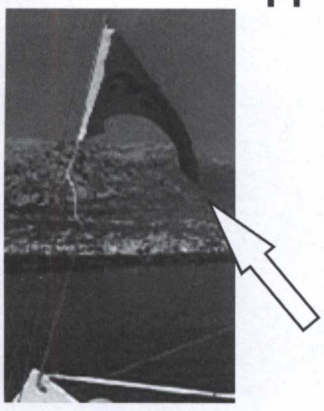
The book must be unique in so far that it is dedicated to three Wharram sailors, Tim Jones aboard Quirky, Steve Boase aboard Banana Mousskourri, and in memory of Dave Legge aboard Juringa.

I can't say that I have tried the recipes and I must declare an interest in that Tim is my son. I can only say that on my visits to Australia I have experienced some exceptionally tasty meals seemingly conjured up from nothing in a matter of minutes.

The book, ISBN 1920731989, is available from Amazon at around £18.50.

Dave Jones.

Support your Association
And spread good fortune



With a lucky PCA burgee and clothing too

your voyage is assured of success…….

Reading matter? Back numbers of course!

Vice-Commodore Gerald Winkler shows

our Burgee in the Adriatic That's the way to do it!

RED BURGEES, DOUBLE THICKNESS, PRINTED LOGO BOTH SIDES.....	£12 INC. P&P
TEE-SHIRTS (round neck) (short sleeves).....	£12 each + P&P
TEE-SHIRTS (round neck, long sleeves, light material).....NEW****	£13 each + P&P
TEE-SHIRTS (round neck, long sleeves heavy material).....NEW****	£14 each + P&P
POLOS/TENNIS(collar + buttons).....	£15 each + P&P
SWEATSHIRTS.....	£16 each + P&P
BACK ISSUES of Seapeople.....	£3.75 each INC. P&P

BUY IN BULK

5 or more ISSUES. £3.25 each INC. P&P
10 or more ISSUES £3.00 each INC. P&P

PACKING & POSTAGE ON CLOTHING ITEMS: UK: £2.50 FIRST ITEM, £2 EACH EXTRA ITEM
- EUROPE AIRMAIL:£3 PER ITEM WORLD AIRMAIL: £5 PER ITEM

PAYMENT WITH ORDER, IN STERLING CHEQUES AS PRICED ABOVE (OR CREDIT CARD – PHONE OR WRITE), OR PLEASE ALLOW £5 FOR OUR CURRENCY CONVERSION COSTS. THANK YOU!

OUR ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

Reaching La Coruna

We finally reached La Coruna in Spain about midday on Thursday 29th July, six days after leaving Torquay! As you can imagine we were all extremely relieved and it was lovely to see land again. Mind you it was slightly disconcerting to arrive in the harbour and have gunfire either side of the boat!! We later discovered that this was not personal and was a re-enactment of a famous battle where the Brits were defeated!!

Once we'd moored onto a buoy we rowed ashore and saw the old Selsey Lifeboat "Charles Henry" moored alongside one of the pontoons. Being "Selsey lads" we had to ask ourselves aboard and have a good snoop round. It was encouraging to talk to the owners who had also suffered engine problems and had also had fog to deal with. They looked as tired as we felt!

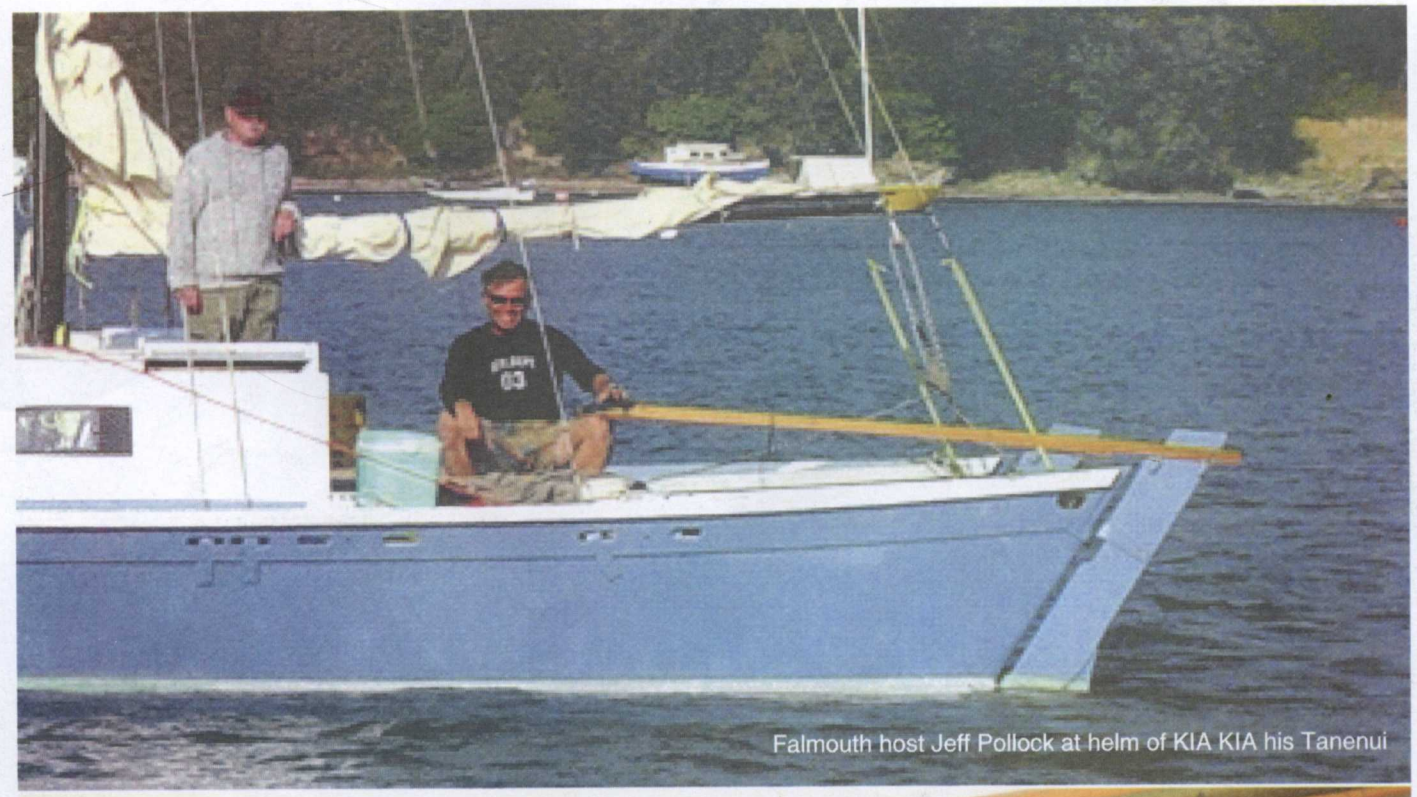
Language with the locals was not easy and we soon discovered that there were no showering facilities etc so we decided to head further in and treat ourselves to a couple of nights in a marina with showers, pontoons, water and a very nice bar with the largest G&T's imaginable!

La Coruna itself is a mixture of old new and like so many of the ports along this coast has a large fishing fleet. We wandered round the old part of the town – all higgledy piggledy with houses with balconies and found a place to eat. It wasn't really very touristy and nothing was in English but we managed to get by and it felt like we were seeing the real Spain. Dinner that evening was in a small local Tapas bar and then we enjoyed a whole night's sleep. Heaven!

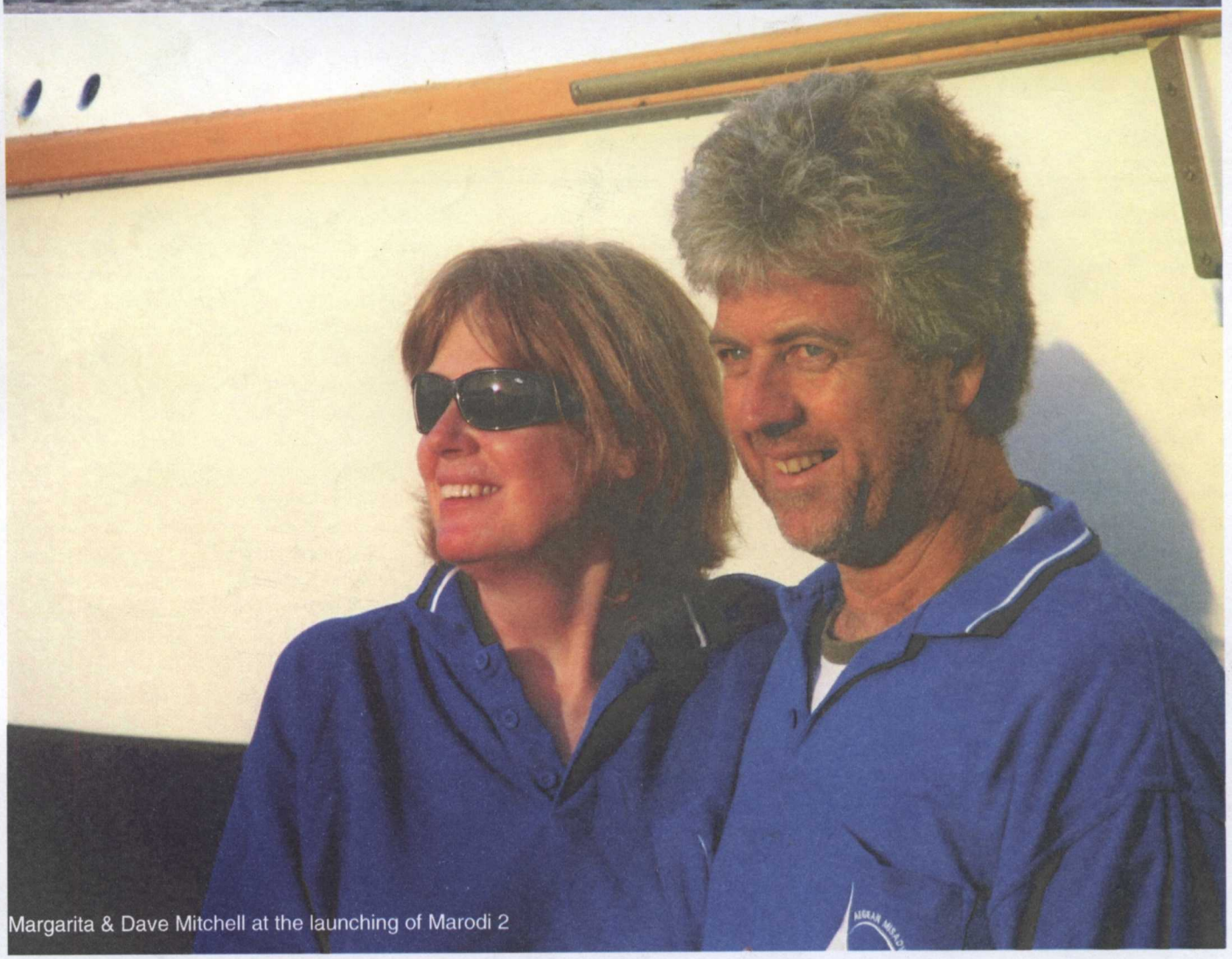
We awoke the next morning to the weirdest clock chime in the world – I think it was a Westminster Chime doing a rendition of the Spanish Anthem – this seemed to happen twice daily and was quite bizarre. After consulting our phrase books we compiled a list of sorts and visited the "Efectos Navales" (yacht chandlers) to try and get some spares for the engine.

Some time during the day we also discovered that Steve's laptop computer had managed to swallow some seawater which again did nothing for our spirits. We set to work and stripped the whole computer down, rinsed everything in fresh water and then laid out all the parts in the warm sun to dry off. Problems like this when you are abroad and when language is a barrier are made so much harder to deal with and it was incredibly frustrating for us. The computer was always a bonus with its electronic charts and of course the internet and email but the thought of not having it on board and working was too hard to bear. However you have to get on with things and not dwell on the negative things. We enjoyed a good meal later with a few drinks watching a procession of horses and soldiers from part of the battle celebrations. Our next stop was due to be Porto and we decided to head off the next morning.

FACES OF SEA PEOPLE



Falmouth host Jeff Pollock at helm of KIA KIA his Tanenui



Margarita & Dave Mitchell at the launching of Marodi 2